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CANADIAN KILLER

THE LINKS EFFECT!

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KAWASAKI TEAM

TOUGH ROOKIES!

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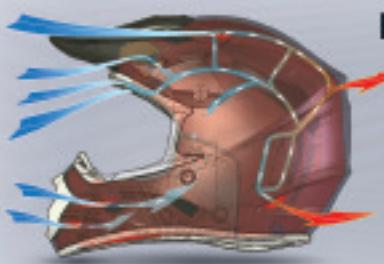
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TRANSLATION

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COVER: Full-throttle action from CLS Kawasaki's Tommy Searle at the British GP © Sutty

CONTENTS: K-Roc closes in on world title #1 with another maximum in Matterley © JP O'Connell





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COMING SOON

COMMENT

Brad Anderson regains his Maxxis MX1 #1 plate – good work Ando!

Well dirt diggers, I reckon it's fair to say it's been a bloody good month all round for off-road sport in general and us Brits in particular.

Matterley was marvellous, magnificent, magical and lots of other words beginning with 'm' which mean dead good that I can't be bothered to think of. The British GP is the jewel in our off-road calendar and with Matterley Basin we've hopefully finally found a permanent home. But it's too early to say for sure and there's always the danger that promoter Steve Dixon may have lost the shirt off his back and will be reduced to flipping burgers – topless – to make ends meet. Not an appealing thought!

Whether the GP makes or breaks Steve depends largely on the number of paying fans. Now it's hard to gauge the size of the crowd at a place as huge as Matterley – and I trust Youthstream's official figures even less than I trust my shifty next door neighbour who's always loading stuff into his Tranny at 3am – but there seemed to be a sizeable crowd both days which, fingers crossed, will make it worthwhile financially for Steve to go for a repeat next year.

Of course, there are always a few moaners and groaners – one's dating my other next door neighbour – and while the behind-the-scenes organisation didn't go exactly like clockwork I reckon the paying public, the people who matter, weren't too aware of the odd communication breakdown. Besides, I quite liked rocking up to the track with a rider truck pass in the window of the company Sigma – it made me feel even more important than I already do!

Anyway, the track makes for great viewing and even better racing so there were loads of passes going on all weekend – a lot of them made by Max Anstie! The ginga throttle-wringa didn't manage his maiden podium but Tommy got on the second step in MX2, Ando carded a career-best fifth overall in MX1 and there were solid performances from nearly all the Brits in action.

Best part of the weekend for me were the early laps of the opening MX1 moto with Billy MacFrenzy coming out swinging in third – it took me right back to the glory days of Foxhill when the roar of the fans would echo up the valley! There's never a dull moment when Billiam's around and his second race crash was a moment of pure, undiluted MacKenzie drama which made me realise just how much we all miss having him racing in Britain. Why he'd prefer to be racing in sunny Oz instead of, say, a rain-lashed Little Silver in late February is beyond me!

I had a chat with ACU boss Brian Higgins on the Sunday evening and all the signs are positive that the GP ticked the right boxes and that next year Steve will receive even more support from the sport's main governing body. I hope so because Steve deserves to make a success of the whole shooting match after putting his arse on the line to rescue the British GP. So well done Steve – I sincerely hope I'll never have to ask you to hold the mayo!

A few thousand miles – give or take – to the north east of Matterley, another off-road epic took place last month. The ISDE is possibly the ultimate test of man and machine and this year's event in Finland was the toughest for years with foul weather combining with some seriously sadistic terrain – plus over-zealous traffic police – to push some of the world's top enduro riders to the limit.

With no Knighter our chances of success were slim but my old mate Paul Edmondson did us proud to claim a record-breaking 17th gold medal, an awesome achievement from someone who I spent my schoolboy trials riding years being soundly beaten by. And as well as Fast Eddy proving to the world he's still fast, our Junior team had a dazzling debut on the world stage with third overall with Jonny Walker in particular putting himself forward as a candidate for being the 'new Knighter'.

Like I said, a bloody good month all round...



Fast Eddy, Lawless and friends before a TV cyclo trials demo around 1980...

Sean



POOPHUND!

A STINKIN' SELECTION STRAIGHT OUTTA DEPUTY DAWG'S DIRT BIKE DEPOSITORY...

Since Motors TV started broadcasting the AMA Nationals live, Saturday nights just haven't been the same in the SuttDawg household. While tuning in t'other week to catch the action from Southwick with a custom-made ASDA pizza on my lap and a bottle of Brazilian blend Brahma beer in my non-pizza shovelling hand I was shocked at what I was seeing on no fewer than four counts – maybe more, I'd drunk a beer or two, big whoop, wanna fight about it?

I sat there watching the 450 class line up thinking hang on a minute, there are a couple o' things missing. For starters, transatlantic traveller Tom Church wasn't on the line after not making the cut in qualification. It transpires that TC was seeded into the second qualifying group and instead of banging in some quick laps at the start of the session when the track was at its smoothest he waited too long and missed out.

While it would be easy to sit here and rip the p**s I'm not gonna because it was bad times for Tommy Crunch as he was pretty much just a victim of bad circumstance even though he can't be happy that ex-Meredith Suzuki star Ryan Blizzard did make the cut ahead of him from the same group *whistles nonchalantly*.

To put the fudged-up situation into perspective, fastest qualifier in the fo-fiddy class was #515 Michael Sottile (pronounced so-tilly) – I have no idea who he is either – who went out in the first group and set a time while the track was billiard-table smooth. Yep, some unknown three-digit privateer smoked Dungey, Villopottoman, Reed, TC et al on a pretty much bone-stock CRF450 – that's what's known as livin' the dream!

So TC was not where I wanted to see him and Dungey was just stood there like a lemon – albeit a stressed lemon – with no bike or team members around him even though the gate

for moto two was about to drop. It turned out the #1 Suzuki wouldn't start so the team and his machine were still back at the big rig while Dungey flapped his arms and his face got redder and redder.

Another technical problem elsewhere meant that the commentators couldn't see what was going on and they were worried that Dungey might possibly miss the sighting lap while it was blatantly obvious that the race was about to begin without him – and it did – not that they realised. Luckily the Suzuki team finally got the bike running, together and down to the line just in time for the reigning champ to get away mere seconds before he was lapped by Justin Barcia. Crazy huh? What's even crazier is that the champ stayed ahead of the Honda star and pulled through the pack to seventh to claim third overall and keep his title hopes alive!

In an interview over at Yank mag Motocross Action's home on the world wide web, Dungey's mechanic Mike Gosselaar blamed the situation on a lack of time to get things done between motos in the AMA series. The truth is he had about two hours to get everything sorted at Southwick which is about the same amount of time that he'll have at Saint Jean for the MXdN where if he's not in the waiting zone on time with a race ready machine Team USA's MX1 pilot ain't racing – good job Dungey ain't got the Open class birth where there's only a 40-minute turnaround time between motos...

How frickin' rad was the British GP at Matterley? Pretty rad I tell thee with Tommy hitting the podium in MX2 and Brad scoring fifth overall in the 450 class. Other notable moments include Billy Mac's monster crash with Tarel Leok, James Dunn's awesome ride to second in EMX-125 moto two, Woody's holeshot that wasnae and Max Anstie claiming to have 'seen a man with no penis' in Saturday night's press conference – yeah, that got your attention didn't it?

Trouble started brewing for the teen terror on lap one of his qualifying heat when the #99 CLS

Kawasaki started smokin' like a kipper kiln and after ignoring pit signals to come in before the motor went boomshakalakaboom Max's dad Merv tried to get out on to the track to make the little bleeder stop. Except that ain't really allowed at GP level and after being asked to return to the safety of pit lane something went off. I wasn't there to see it and I've heard so many different versions that I fear the truth will never be known so let's just leave it there. The final outcome – and this is confirmed – was that Swervin' Merv had his pit lane passes snatched back by Youthstream and depending on who you speak to something may or may not have happened back at the CLS team truck n' all.

Anyhoo, Max seemed pretty pumped up in the press conference half-an-hour later and came across as very anti Youthstream/GPs in general and also a little blasé about not being picked to represent Blighty at the MXdN as it would give him more time to prepare for his supercross comeback at Anaheim 1 in January. That's right, Mad Max is planning on racing SX in the early part of next season and I say good on him because he truly excels at the indoor game and has every chance of

picking up a regional Lites title if he's on the right bike.

As entertaining as Billy Mac's second moto midair collision with Tanel Leok has proved to be when watched back on dirtbikerider.com I gotta admit it left me feeling really bummed out on the day as the sometimes sour-faced Scotman lay motionless on the track for far too long. It was a pretty emotional moment when all you raucous race fans gave him a round of applause as the medics finally woke, stabilised and scraped him up into the ambulance – so thanks for turning a dark moment into a good 'un.

The good news is after getting checked out by the men in white coats Billy walked away from hospital with just a black eye and a sore neck while Tanel escaped with a cracked coccyx – you don't even wanna know how they diagnose that bad boy!

In more MacKenzie news cousin Bry, Longniddry's #1 Lex Luthor impersonator, wrapped up the Hyenahobby UK Aces MX2 title at Jelystone Leisure Complex – just kiddin' Ken, I really meant the Wulfsport British Masters at Hawkstone Park – on his kryptonite-coloured Kawasaki. After a stellar schoolie career this is Irn Bry's first major pro title so congratulations to him and well done to BC and

LPE Kawasaki who are getting closer and closer to perfecting the smoke screen they debuted at Little Silver and resurrected once again at Duns.

On the subject of Duns, I think a big square sausage-style well done to Brad Anderson and Arnaud Tonus who both wrapped up the British titles – with maximum scores on the day – is in order. Both riders had their parents present too which no doubt made it all the sweeter for them. To give Ando and Arnooo a slap on the back and see who'll pick up the silver, bronze and non-medal positions get yo' ass to Hawkstone Park for the final round of the Maxxis on **October 2** which is only six sleeps before Hazel's birthday.

If you're at Hawkstone on the Saturday prior to the final Maxxis race of 2011 how about taking part in James Williams' Hawkstone for Hucks charity not-so-fun run? James and his chums – plus anyone else who fancies a sprint around the vast and oh-so hilly sandy circuit – will be doing the run to raise funds for the Forever Friends Appeal. If you want to take part give James a call on **07977 127579** or if you want to donate some funds log on to www.justgiving.com/emma-hucklebridge. There are bound to be cash collections on the day too so if you're in the area and fancy seeing pro riders, WAGs and industry bigwigs stretch their legs then pop along and dig deep – buttons, washers and 2006 MXdN beer tokens unfortunately aren't legal tender and therefore won't be accepted.

Other events coming up for your diary include the final round of the Red Bull Pro Nats at Culham and the Vets MXdN at Farleigh Castle which are both on **September 24/25**. Both are going to be bang tidy events and it's a real shame that they clash especially since the big day for both is gonna be the Sunday. The entry for the VMXdN is particularly immense with Stefan Everts, Dave Thorpe, Graham Noyce, Mickael Pichon, Neil Hudson, Jamie Dobb, Jeff Stanton, Chuck Sun, Scott Burnworth, Werner Dewit, Gordon Crockard, Ryan Voase's old man Alan and the one and only Dickie Dye all due to appear in an action-packed race programme. For more details log on to www.farleighcastle.co.uk

The proper MXdN is one week before that at Saint Jean d'Angely in France on September 16/17 where Brad, Tommy and Dean Wilson will be doing it for queen and country – yeah, they're all big Freddie Mercury and Willie Nelson fans – and then there's the Weston Beach Race (www.wbruk.com) which will be rocking Weston-super-Mare on **October 7/8/9**.

A little further down the line than that – although you'll wanna snap up the best seats now by calling **0114 256 5656** before they're all gone – is the opening round of the Future West British supercross championship which returns to its spiritual home of Sheffield's Motorpoint Arena on **October 22**. With a full-on British championship feel this winter's series is gonna be epic as defending champ Tom Church takes on all comers – yep, TC's gonna have his hands well and truly full beating them off. For more info including up to date entry lists, videos and much more check out the fully pimped www.fwsx.com

As well as starring all the best Brits the British SX champs will also feature French filer Nicolas Aubin who is set to liven things up as he makes his UK race debut for Dave Thorpe's brand-new Buildbase Honda team. The three-time 500cc world champ will be running Aubin in the FWSX, Red Bull and Maxxis series here in the UK and it's hoped a second up and coming rider will join the team to contest those races and the EMX-2 championships where Nico will move up to the MX1 class to compete as a part-timer in the world championship.

If you entered our Twisted 7 race package comp on dirtZone and your name's not Colin Stewart – who as far as we can tell isn't related to Bubba, Jackie or Patrick – then there's bad news because you're not a winner. Colin is though and he's all set to pick up the KX85 and other bits at the Dirt Bike Show at Stoneleigh in November.

And finally a treat for all you smartphoners who like a little QR code action – and seeing hidden ninjas getting run over by kids on dirt bikes. If that kind of depravity's your bag then scan this bad boy in, sit back and witness the strangest video I've seen in a good while...



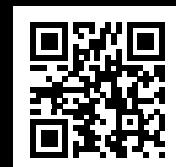
Tommy Crunch mistimes his quali run and fails to make the points-payers at Southwick

© Hoppenworld.com

Arnaud Tonus scoops the British MX2 title at his first attempt



© rayarcher.com





WIN! WIN! WIN! WIN!

DONJOY BRACES AND DB RACING TRACK DAYS UP FOR GRABS...

For the second part of our **Donjoy** braces/DB Racing comp (or the summer sequel as we like to call it) we're gonna focus more on the protective portion of the prize package for this month's question – that be the Donjoy braces then.

Donjoy have been around for 30 years now and offer the best in injury-prevention and post-op recovery assistance products. As well as being used by **Elliott Banks-Browne** and the **DB Racing crew**, reigning MX1 world champion Antonio Cairoli's also a fan and over a million customers worldwide can't be wrong either.

To celebrate how sweet **Donjoy** products are we've hooked up with them and DB Racing to offer all **DBR** readers and **dirtZone** members the opportunity to win free custom-sized **Donjoy** products and a track day at a super-secret training facility in the Midlands with the DB Racing team for you and a friend. And that's not all because two

runners-up will also win some sweet swag too – the first runner-up getting to partake in the track day with a buddy while one other lucky so and so will win a pair of Donjoy wrist braces. How cool is that?

Because this is such a pukka prize package we're gonna make you work super-hard to win it which means you need to answer two questions – the one in last month's epic mag which you can still answer online and this one n'all. Cos we're dastardly dirt bike fiends we're gonna make this one a tricky one and so you might need to head to Donjoy's website (donjoy.com) for a clue.

What we want to know is where was DJO – that's Donjoy's parent company – founded?

Is it:

- A:** Carlsbad
- B:** Carlsbad
- C:** Carlsalright
- D:** Carlsacompleteandutterminge

When you've figured out the answer head

online and log onto www.dirtbikerider.com or use your smartphone to scan the **QR code** that'll magically transport you somewhere handy like our homepage or maybe even Narnia where you can say 'hullo' to that half goat b*stard Mr Tumnus!

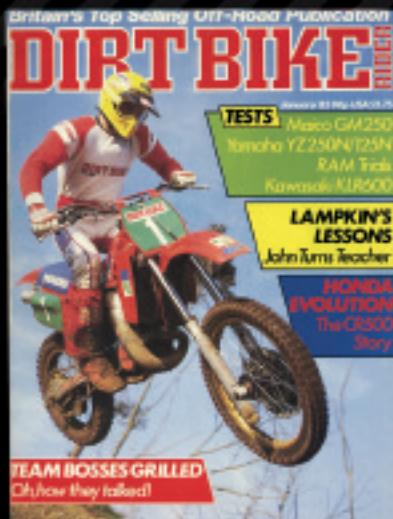
However, if you were fortunate enough to be taken to **DBR** dot com click on the competitions link, fill in the fields and hit transmit. Make sure you answered last month's question too then sit back and wait for the news that you're a winner – if you hear nowt don't stress, just be aware that you're a loser, you loser.

Anyhoo, the competition closes on **October 6** with the first three correct answers drawn at random winning the prizes (provided **The Bear** hasn't guzzled the Donjoy swag, the super-secret training facility or Elliott – ewww, gross!). Winners will need to provide their own bikes, kit and friend for the track day and under 18s will need to be accompanied by a parent or guardian.



BACK IN THE DAY!

A RANDOM TRAWL THROUGH THE DIRT BIKE RIDER ARCHIVES



January 1985:

Winding back the clock over 26 years, inside your bargain 90p Dirt Bike Rider you'd have got tests of the new 250cc Maico and YZ125 and 250cc Yamahas, Jack Burnicle waxing lyrical about the state of British motocross and an in-depth look into the development of Honda's mighty, meaty CR500.



February 2004:

Grant Langston graced our cover seven-and-a-bit years ago as we launched into the supercross season with reports from a wet SXGP opener in Spain, a drier round two in Holland and the kick-off of the AMA indoor championship at Anaheim – won by a then 22-year-old Chad Reed. We also checked out minibike racing ('the next big thing?') and went wild in the woods of Wales with our test of the '04 Yamaha WRFs which to this day Lawless is still aching from...

To trawl through more back issues of DBR simply scan your smartphone over the **QR code** opposite or hook your PC up to www.dirtbikerider.com and click on the Digital Vault button – new issues are constantly being added so keep checking back...



THE REVEREND

TIME TO BURN!

MINUS THE MULLET BUT SPORTING CRACKING FACIAL FURNITURE, JAKE'S BEEN POUNDING OUT SOME ROCKING RESULTS IN THE GPS...

Words by Jake Nicholls Photo by Sutty

Hi everyone, I hope you're all keeping well. It's been another flat-out month for me and I'm now on my 14th weekend on the trot of racing but still enjoying every bit of it and learning each week.

When I last wrote I was training ready for the Czech GP at Loket and that weekend went quite well for me. I was nervous coming into it though as it pretty much finished me last year after tearing ligaments in my ankle there and DNFing both races which is something I don't take lightly. It was a emotional weekend last year so to come away this time with a joint career best fifth in the first race was unreal and in the second race I actually rode better as I came from dead last after a first turn crash on a track which was tough to pass on to 11th at the flag.

I drove all the way back to Belgium that night which was a bloody long way and my ankle which I broke earlier this year was very sore on the Monday. I figured out why though as Loket is a very tricky track that's based on a shale, hard-packed surface and I had been using my feet in the corners to slide along the ground and guide me around as there weren't any ruts or berms.

So I rested it a couple days then later that week we drove back home to the UK ahead of Duns. A couple of my mates came up there with Blu and I in the camper as well as my mechanic Wayne and my dog Jeff who is yet to get a passport.

I came away from there a bit disappointed really as I had to come from last after crashes in two of the three races and in the other one I led until the last lap when I made a small mistake and Tonus got by me. I rode good through the pack in the other races though and still managed second overall but I wanted to win there badly as I enjoyed the track so much and felt so at home in the muddy ruts.

We cruised home then on Tuesday I was back on the road by myself to Apex for Justin Morris' Lap of Hope day he'd organised in aid of the Wings for Life charity. The day seemed to go good for him which was pleasing as events like that don't come without a lot of hard work. That day also made me realise how much I missed Belgium as it took me three hours each way to get to the track on busy roads and by the time I got home I didn't have the energy or time to train after it.

In Belgium I can train in the morning then drive a maximum one hour to a rough track and ride with GP riders and be home to do some more bits and pieces, have tea and go to bed. It's a simple life but that's the way I like it. Don't get me wrong, I love home and love

England but for our job it's so much easier here and we don't get stung £30 to ride either.

That weekend it was the British GP which was a cool experience as the British crowds are always the loudest and it was also cool to ride Matterley as it's one of Johnny D Hamilton's masterpieces. Saturday was average for me as I struggled with bike set-up but Sunday was better even though I never really felt 100 per cent myself until halfway through the second race. I'm not sure why but I did make a lot of bike changes throughout the weekend so that could be partly responsible. I came away with sixth overall which is my joint best overall so I was happy with that and I received great support from the Brits – I just hope next year I can give you more to cheer about like Tommy did.

The next week was a bit more chilled out and my dad had the week off work so it was cool to catch up with him a bit more as it seems every time I've seen him recently it's always rushed. I rode at home and practised on a grass field which was good fun, then we had a stubble GP on Thursday at my mate Boldy's field which he had ripped a track into. I rode my 250cc two-stroke which was an awesome blast – who needs jumps when you've got mega dirt and berms galore!

Then it was off to the Hawkstone round of the Red Bull Pro Nationals which promised to be a fun battle against MX1 bikes. Sunday went okay although the first race was restarted after Adam Reynolds had a spill – get well soon mate. I was fourth on the second lap when I had quite a big crash trying to jump a braking bump but I got back to ninth in that race. The races were quite close together but I thought they were even closer so I didn't eat much in between and before the start I felt so lethargic and hungry which wasn't ideal.

But I got the KTM 250SX-F out to a flyer against the 450s off the start and came out fourth, followed Krestinov and Ando for a few laps then I felt real good and passed both of them and put my head down. I looked back with three laps to go and I had a pulled a big gap so I eased up a tiny bit but then had a big crash when I cased out on a rutted take-off and got sent over the bars. Winded, I got up and finished fifth but I was very annoyed as I had them all beat other than Tommy. He was ripping on the 450 which means our Nations team are more than capable of a win...

That's it for now. Oh yeah and the sideburns are here to stay but the mullet has gone.

Go hard #45



ALIVE IN THE AFTERWORLD

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BLOOD SWEAT AND GEARS

Welcome, race fans, to Blood, Sweat and Gears! If you remember, in last month's column we began our season-long test of the Suzuki 450. Since then I've taken the bike for an outing at the legendary Hawkstone Park, regarded as one of the toughest tracks out there.

I last rode this track a couple of years ago – an afternoon which ended with me parting company with my machine in spectacular fashion as I hurtled down the famous hill. Fortunately, I walked away but I managed to scare myself silly so much so that I put the bike straight back in the van and vowed never to ride there again.

So when the invite came to ride the course again the butterflies in my stomach were doing overtime. The meeting was a two-day affair, running the full wave section round the back made famous when Dave Thorpe memorably came to grief in fine style live on ITV.

Practice and first race went well, filling me with confidence for moto two. Unfortunately, I became a little too cocky and made the fatal Hawkstone error of racing my fellow riders and not the track. After getting a mid-pack start the field slowed as we approached the wave section and I thought it might be the ideal place to leapfrog my way up the leaderboard.

Oh how wrong I was!

After a mighty leap I was catapulted off the track and through the fence, most of which I took out with my left leg and hand. It took two of us the best part of two laps to extract the bike from the wreckage. I was in agony but despite the track biting me yet again I was determined to conquer my fears and by the end of the weekend I'd fallen back in love with the track and was elated I'd conquered my demons.

The next day, however, I could barely walk, prompting a non-racing friend to quip that I must be mad to take part in such a sport. It made me ponder that surely it must be an important part of human nature to seek out challenges that scare us and fill us with adrenalin, especially in this world of health and safety gone mad.

Facing one's fears and setting new goals is one of the things that can make life so exciting. And that's the beauty of off-road sport. It's never easy. Novice or expert, there's always another challenge or personal goal on the horizon. I'm not suggesting we all go out and learn how to do double back flips. But even something as simple as overcoming your nerves to line up for your first race can give you the rush that's missing from your day-to-day wrapped-in-cotton-wool life.

And that's what keeps us coming back, no matter how many times we get bitten. Until next month, ride safe...

Paul Minihane

BLOOD SWEAT AND GEARS will be back on the Extreme Sports Channel (Sky 419/Virgin 527) soon. Check listings for details.



CROCKSTAR

CRAIC RIGHT ON!

HE MAY HAVE MISSED OUT ON MXDN SELECTION BUT GORDY'S STILL HAVING A WHALE OF A TIME...

Words by Gordon Crockard Photo by Sutty

Jeekers oh, time is flying these days! I have been having a really good time lately and don't want it to stop. The craic has been mighty and the days are full. I'm glad I'm so fit as I wouldn't be able to do the half of it and I'd be left behind with my bottom lip out, huffing and puffing and tawling my resources for energy.

On the racing front I have had some good moments lately. Practising has been very good and some other bike time on trials bikes and mountain bikes has been equally awesome.

It's now September and the sense of the season winding down is upon us I fear. I hear people talking of next year's dates, next year's team plans, who's retiring, new 2012 model bikes are out on the tracks already and so on and so on. I have no problem with any of that, however, I don't like to waste my time speculating about the future and therefore miss out on today. As Garth Brooks once sang 'if tomorrow never comes'.

As for me today, I'm going to get this column sent and shoot off to ride my RMZ450 in the Sand Bowl. I have to get some laps in to make sure I give myself the best chance I can of obtaining pleasing results this weekend coming at the Red Bull Pro National at Desertmartin.

I love it when top-level events are hosted in Northern Ireland and our sport here gets to reap the benefits of a mainland series making the trip across the Irish Sea and showing our Irish motocross community the level of riding they should all be aspiring to reach. Desertmartin is a world class venue and for sure our best track to showcase big events.

The Temple Motorcycle Club hosted the Brian Bell Memorial on Saturday past at Downpatrick Moto Park. I was there racing to try and win the prestigious trophy that my father first won in 1969. I was the last man to win it back in 2001 on a day when I had to ride the wheels off my CR250 round a crowded Tinkershill to get the better of world champ Joel Smets.

So for 2011 I had another chance to take the trophy as going into the final moto of the day I

had tallied up a third and a first in the opening two races. Feeling confident and ruthlessly determined I was going out there to kill dead things and ran the 'wreckers or chequers' approach. I had beat Jonathan Barragan in the second moto and needed to finish in front of him again.

Well, I was sitting in second place on lap four of the final race behind Barragan. Michael Pichon had crashed out with Gregory Aranda on lap one pulling an X-Box take-out pass that put them both down. So, anyway, my chance to chase Barragan was taken away as my chain picked up a stone and snapped, halting my race. I was quite disappointed to say the least. But congratulations to the Temple club and thank you for all your efforts in running the event.

The trophy is off to Spain with Barragan and I just wanted to have that printed on paper as I have been under investigation from the Temple club that I kept the last trophy that I won in 2001. If I had have won the 2011 trophy – which was a replica – I would have had some laugh about taking it home after all the suggestions that I still had the original trophy I won in 2001.

I won't be at the Motocross des Nations in France this year. I wasn't selected for the Irish team. But I will be at Farleigh Castle for what is known as the Vets des Nations. Now, just to clarify a couple of points, this is not an actual race where only animal doctors can race. You also don't have to be selected by your federation to be able to compete. I'll race two classes again as I did last year. Both bikes I'll ride will be Suzuki RM500s. I don't own them so can't tell you much about them until after the event but I would strongly recommend attending the race at Farleigh Castle on September 24 and 25.

On another note, congratulations to Brad and the PAR Honda team on winning their second British championship.

Well done boys...





WIN! WIN! WIN! WIN!

A PAIR OF FORMA DOMINATOR COMP BOOTS...

Forma motocross boots have been renowned for their great fit, feel and price for frickin' ages now as they've been around in the UK for way over 20 years in one form or another.

The latest breed of top notch motocross footwear from the iconic Italian brand – that's the Dominator Comp – is now being distributed around the UK through Apico's extensive dealer network which means they'll be much more accessible than ever before which is honestly great news for all you dirty dirt bikers in Dirtbikesville.

To celebrate the fact that the Burnley badasses are brandishing this aforementioned fine pair and because they're making them available to the

masses we've got 'em to hook a brother up and offer one lucky **DBR** reader – or **dirtZone** member – a chance to grab one pair of Forma Dominator Comps for free! Free I tells you! It don't get any better than that!

To be in with a shot of winning the boots we want you to answer an easy peasy lemon squeezy Apico-related question. In what year did three-time world trials champion Yrjo Vesterinen launch Apico International?

Was it:

- A:** 1984
- B:** 1884
- C:** 1969
- D:** A donkey from Majorca

If you're not sure of what year it was then maybe you'll find a clue on Apico's awesome new website www.apico.co.uk *wink*. When you've done learning the history of the company why not head across to www.dirtbikerider.com or use your smartphone to scan the **QR code** that'll take you there rather rapidly and log on, click the competitions link, fill in the fields and then hit transmit – like a mother fudgin' boss!

The competition closes on **October 6** and the winner – who'll be drawn at random from a pile of correct entries – will be notified soon after provided The Bear hasn't guzzled the boots and the box they came in beforehand...



SWORDY

FRUSTRATION!

WITH HIS ANKLE INJURY WORSE THAN INITIALLY FEARED SWORDY'S SUFFERING AS A SPECTATOR – AT LEAST THERE'S A NEW BUNDLE OF JOY TO TAKE HIS MIND OFF THINGS...

Words by Stephen Sword Photo by Sutty

Well it's been a busy month at home and with physio on my ankle – I've been for a scan and have been told it was worse than I thought. I did just think I twisted it badly and that with a bit of rest it would easily heal but after it didn't improve I decided to go and get a MRI scan.

The upshot is I've got ligament damage and that I need to get physio on it to get it 100 per cent. I'm now not riding until the supercross season kicks off so I'm going to put all my energy into recovering and getting fit for that.

My home life has had a massive change – we now have a baby girl, Starlia Bea Sword. She was born on August 14 and is beautiful. It wasn't the easiest labour – Jodie went in on the Tuesday to be induced and finally had her on the Sunday by emergency c-section. It was strange as she was handed to me because Jodie was so ill as she got an infection so could not see her for three hours. They both had to stay in for a week on antibiotics and to be monitored.

Poor Ayrton was stuck with Jodie's family or me for over two weeks but finally we got Jodie and Starlia home – it was great being a normal family and Ayrton adores his new sister. She bought him a bike and even though he's too short to ride it he tries and loves just walking around with it. I am sure that's why he loves her. We're stopping now – no more children! We have two healthy, beautiful children – a gentleman's family as everyone keeps telling me.

I went to the British GP on the Saturday and took Ayrton – he was a nightmare so I didn't get a chance to see everyone. The track looked awesome and I really have missed the GP atmosphere. It seems so long ago now since I was riding them although it was only last year. I struggled not being able to ride and the British support for their riders is great motivation to do well. I enjoyed going but next year I will definitely be one of the riders.

My dad and aunty came down to meet Starlia

for the weekend and it was nice for them to help out as it is so different and far more intense with two kids rather than one. We went out for food and did some shopping but it was nice to catch up. They loved her and so far she's a gem and sleeps for England. My brother is coming down at the weekend so that should be good as him and Ayrton are def on the same wavelength!

I've taken some time off from training so when I need to I can go back and train hard for the SX. I have to be honest, it's so hard not racing and watching everyone else – I hate being injured, I think that's the only crap thing about my job. It does make you more hungry though and my desire to win is stronger than ever. I've not got a deal sorted for next year but I'm in talks so I'm feeling positive about 2012. Good bike, good team and good fitness equals good wins!

I have been doing some training schools and the turnout has been great. I'm seeing the young talent that with a bit of training will really gain from it. They have a lot of desire and focus and that helps when I teach them as they really want to learn and improve. I do enjoy helping them as it was me once and I remember listening to all the advice I was given. I think from now on I will always do training schools as much as I can.

Ayrton had a parent's evening at his nursery the other day – the teacher was telling us what a well-behaved child he is and how he's above average in his age group. Jodie and I were sat there all proud, only to look round at our child who had got hold of a black marker pen and was drawing all over the other children's work on the table and wall. Now that's the son I know! Needless to say, our meeting was over and the teacher was in a panic. Boys destroy everything!

Anyway, that's it for this month – have a good one!

DIRT BIKE RIDER AWARDS 2011

VOTE NOW FOR YOUR OFF-ROAD HEROES OF THE YEAR...

It's been a stellar season in the dirt and to celebrate another year of off-road heroics it's time for you to vote for the riders who've floated your boat during 2011.

One man has stood head and shoulders above all other riders in Britain this year – PAR Honda's powerhouse Brad Anderson. The 30-year-old's already sewn up the Maxxis British championship and is odds-on favourite to retain his Red Bull Pro Nationals crown. Add to this his fighting fifth overall at Matterley Basin and it's safe to say he's been in the form of his life in 2011.

But competition is tight this year and Ando's achievements have to be measured against a whole raft of Brits who've been doing the business week-in, week-out.

In the GPs CLS Monster Energy Kawasaki star Tommy Searle has been banging out the podiums, took the overall in France and finished the British GP on the second step of the box. And then there's his teenage team-mate Max Anstie who in his rookie season has missed a

debut podium finish by one place five times going into the German GP. And what about Jake Nicholls who despite missing the start of the season through injury has been getting faster – and hairier – every week? Or speedy Scot Dean Wilson who's looking good to claim the AMA 250cc title? Or Red Bull Pro Nationals MX2 series leader Elliott Banks-Browne?

The point we're trying to make here is that we've got true talent in depth – more so than for years – and Brad despite all his victories is no shoo-in for a DBR award.

On the international stage two men have dominated the GPs – defending MX1 world champ Antonio Cairoli and German sensation Ken Roczen. But even they face some stiff opposition. In the USA Ryan Villopoto is sitting pretty to add the 450cc Nationals title to his SX crown but for many Chad Reed has been the hero Stateside, a status he's earned through his indoor performances not to mention the way he kept going after that infamous Millville crash.

And closer to home we've been lucky

to have Swiss missile Arnaud Tonus gracing and racing the Maxxis series where he's picked up the MX2 title in his debut season.

In the hardcore world of enduro and its many spin-offs the great David Knight's picked up an MBE for his services to the sport but in a season marked by injury to the Manxman it's allowed others to shine through – most notably Tom Sagar. And let's not forget veteran Paul Edmondson who picked up an amazing 17th ISDE gold medal or trials rider turned extreme star Graham Jarvis who's won just about every event he's entered in 2011.

Below we've printed a short-list of riders who we think should be considered for a DBR gong. But it's by no means set in stone and when you hook up to **dirtZone** to vote via dirtbikerider.com you'll find an option to add your own favourite rider in each category. So get online and get voting – the polls close on October 28 with the winners announced on the main stage on the Saturday (November 5) at the International Dirt Bike Show at Stoneleigh Park...

BRITISH OFF-ROAD PERSONALITY OF THE YEAR

Brad Anderson
Jake Nicholls
Max Anstie
David Knight
Billy MacKenzie
Kristian Whatley

Other

BEST BRITISH MOTOCROSS RACER

Brad Anderson
Tommy Searle
Max Anstie
Jake Nicholls
Elliott Banks-Browne
Dean Wilson

Other

BEST BRITISH YOUTH MOTOCROSS RACER

Adam Sterry
Ryan Houghton
Conrad Mewse
Alexander Brown
Ben Watson
James Dunn

Other

BEST INTERNATIONAL MOTOCROSS RACER

Antonio Cairoli
Ken Roczen
Ryan Villopoto
Chad Reed
Arnaud Tonus
Ryan Dungey

Other

BEST BRITISH OFF-ROAD RACER

Tom Sagar
Graham Jarvis
David Knight
Paul Edmondson
Greg Evans
Jonny Walker

Other

BEST FMX RIDER

Jeremy Stenberg
Nate Adams
Chris Birch
Robbie Maddison
Andre Villa
Jackson Strong

Other

BEST INTERNATIONAL OFF-ROAD RACER

Juha Salminen
Mika Ahola
Antoine Meo
Eero Remes
Taddy Blazusiak
Kurt Caselli

Other

CRASHER OF THE YEAR

Billy MacKenzie
Chad Reed
Matiss Karro
James Stewart
Trey Canard
Zach Osborne

Other



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ARNAUD TONUS

STEVE DIXON'S LATEST BRITISH CHAMP COMES CLEAN ON RIDING WITH K-ROC, HIS SUPER CROSS AMBITIONS AND WORKING WITH A GP LEGEND...

Interview by JP O'Connell Photo by Sutty

Q: What does it mean to you to have won the British MX2 title?

Christian Mansfield, Tewkesbury

A: "It just feels great to win a championship! I didn't know what to expect from this championship but we had some cool tracks and finally I really enjoyed it. I hope I can do it again next year."

Q: Do you live, ride and train in the UK?

Michael Toop, South Cadbury

A: "I just stay sometimes in the UK for a couple of days of testing but I live in Belgium and in Switzerland the rest of the time."

Q: Steve Dixon has a habit of taking his riders to their first GP wins – do you feel it's only a matter of time before you take your first GP victory?

Paul Rolls, Newcastle

A: "I have to keep on training like I do, get a bit more confident and it should come."

Q: Sorry to sound ignorant but what is the correct pronunciation of your name?

Stephen Fry, Cambridge

A: "It's pronounced Arno Tonuss."

Q: You have ridden a lot of supercross in the past – is it an ambition to race the AMA series?

Marcus Fox, Cardiff

A: "I love to ride supercross and for sure that would be awesome to do the AMA series, we will see..."

Q: How did the deal to ride on the Bike It Cosworth Yamaha Team come about?

Dave Bugler, Rochester

A: "I was looking for a team at the end of last year and I had a call from Steve before Bercy, he told me that he was interested about me so I just went to the UK to test the bike and I was surprised about it. After that I really wanted to come on the team and Steve did his best to find some extra budget because he didn't expect me on the team and we find a good deal together."

Q: How does your Yamaha compare with last season's Teka Suzuki?

Ryan Greene, Oxford

A: "I had a good bike last year but I think the engine is a bit better this year. We are working with Cosworth and the bike is strong, the Yamaha is very stable and I'm also happy about the Ohlins suspension – they all make a great job!"

Q: How did you find having Ken Roczen as a team-mate last year – was it beneficial to you in any way?

Nick Newman, Bournemouth

A: "Yes it was, he is a great man – we really had some fun together. It's a shame that we are not team-mates anymore but we are still close friends."

Q: Before his injury, speedwise there was nothing between you and Zach. Are the two of you friends and do you practice together?

Billy Carter, Suffolk

A: "We are not practising together – he lives close to the team and I am rarely around there – but there is a good atmosphere on the team, we are pretty good friends."

Q: You have Georges Jobe as your mentor – how much has he helped you progress?

Neil White, Burnham on Sea

A: "He has a huge experience of the sport and he has known me since I was a little kid so he knows how I work and on what I have to work but it's not only as a trainer, we spend a lot of time together and we are good friends also. I can talk about anything with him and he helps me a lot."

Q: Your dad used to ride the GPs. Does he come to all of your races and do you think you're faster than he was?

Jake Palmer, Honiton

A: "He comes to all the races, we are very close with my family and I'm very happy to have them

with me. But I can't tell you if I'm faster than him... [laugh]!"

Q: You seem to be getting quicker every month so what area of your riding do you feel you still need to improve on?

James Lawson, Norwich

A: "I have to improve a bit everywhere. Now I'm pretty consistent on all kind of tracks but I need a bit more speed to battle with the top guys."

Q: At 6ft you are quite big for an MX2 bike. How long do you think it will be before you move up to the MX1 class?

Colin Bennett, Aberdeen

A: "I know I have more the MX1 style but it's important to have a good experience in MX2 before I ride the 450. I will ride one more year with the 250 and we will see later if I want to move to MX1."

Q: What do you think you need to do to close that bit of a gap that the likes of Herlings and Roczen seem to have over you?

Sam Treist, Wellington

A: "I need better starts and a bit more speed, I just need to keep on working."

Q: As it was your team manager promoting the British GP did you feel extra pressure to perform well?

Shaun McBride, Wirral

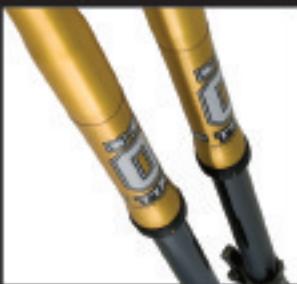
A: "No, I don't have any pressure from the team, I just have to control my own pressure and that's already a big enough deal!"

CHRISTOPHE POURCEL

FRENCH FLIER

Talented, temperamental and scorchingly quick – next month we're hooking up with the younger of the Pourcel brothers. So if you've got a question for the former MX2 world and AMA Lites SX champ who took a race win from Cairoli at Matterley Basin then fire it off to us at dbrprobe@googlemail.com

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BROLLY WALLIES!

THIS MONTH IT'S THE TURN OF PREMIX JUNKIES STU EDMONDS AND MATT MOFFAT TO DISH THE DIRT – ON THEMSELVES...

Interviews and photo by JP O'Connell

DBR: Who would you like to play you in a film of your life?

SE: "Keith!"

MM: "Adam Sandler because he is a funny guy and all his films are funny."

DBR: When did you last clean an air filter?

SE: "Monday!"

MM: "I cleaned three last week because my dad was away on holiday. I can do it – I just don't like to!"

DBR: What was the last lie that you told and who was it to?

SE: "It was to Jim Davies and it was 'I'm finished wee ing now'."

MM: "A few weeks ago my dad was on holiday, I was in charge and he rang at about eight in the morning asking if I was up and away. I just pretended I was and said, 'yeah course I am dad, I've been up ages and I'm nearly there'."

DBR: Could you check your own valve clearances?

SE: "My mechanic asks me every time – you'd think he'd learn after all these years."

MM: "Where would I find them on the two-stroke?"

DBR: Something you eat that you know you shouldn't?

SE: "Ice cream."

MM: "KFC every Sunday after racing – it's the law."

DBR: You're in second and on the leader's rear wheel – do you take him out in the last corner for the win?

SE: "If it was Matty Moffat of course!"

MM: "Depends who it is and what it's for. I suppose people would do it to me so, yeah, as long as it's not Stu – he's Irish so he'd be after me."

DBR: Do you own a pair of pyjamas?

SE: "I sleep naked – much better and saves time too."

MM: "No, never had a set – don't need them."

DBR: What is the highlight of your career so far?

SE: "Probably riding in the Motocross des Nations at Colorado. It was a brilliant event and a sweet track."

MM: "Winning the Masters overall this year was good for me but in the youth ranks a second in the BYMX was good and I had good European rounds and all that. I just enjoy riding every weekend."

DBR: What car do you drive?

SE: "Cinquecento! I'm lyin', I don't have a car – I drive a Ducato van."

MM: "Normally a little Vauxhall Astra van."

DBR: And if money were no object?

SE: "Bugatti Veyron, you just gotta have one!"

MM: "A pimped up Vauxhall Astra van with a big exhaust and black windows – gotta fit in around town!"

DBR: Have you ever blamed a poor result on a non-existent mechanical issue?

SE: "Few years back I actually thought I had a puncture, came in had a moan and a cry then found out I didn't have one in the end!"

MM: "Well when I was younger, yeah, I think everyone out there who rides has – I hope."

DBR: If you could change anything about yourself what would it be?

SE: "My ugly mug, even I get a fright when I look in the mirror – it gives me the shivers!"

MM: "My teeth, I wanna look like Ando!"

DBR: If you could meet any person – dead or alive – who would it be?

SE: "Keith the bus driver! He gets about, total legend that chap, everyone gotta know him from their younger years!"

MM: "Joey Dunlop – what a legend!"

DBR: If you could have any superpower for a week what would it be?

SE: "Superwoman!"

MM: "To have a KTM that didn't break down!"

DBR: If you were shipwrecked on an island what three things would you want with you?

SE: "Phone, water, food."

MM: "iPad, orange fizzy Lucozade and a football. I'd also like to have a best friend like Wilson on Castaway."

DBR: What's been the most embarrassing thing you've done while drunk?

SE: "Rang the wrong person saying the wrong things to them."

MM: "Was in the Isle of Man for Dan McCanney's birthday. His dad, uncle, everyone were there until there were 12 of us all in this club, drunk. They dared me to pull this fella's pants down – biggest man in there – so I did, he put his drink down and set about me and we all got chucked out! I wanna say the McCannneys are bad for your health!"

DBR: What's your most prized material possession?

SE: "Got to be my old-school racing shirts – they are as old as me and I wear them all the time on my bike."

MM: "My day van, I take care of her and go practising and racing in it!"

DBR: Favourite race you've ever been in?

SE: "Red Bull Pro Nationals in 2010 at Foxhill. Me, Easty and Willet were banging bars on the smokers – I loved that race."

MM: "A European race in Cingoli, Italy. It was red hot sunshine – I was nervous but really enjoyed it."

DBR: Be honest, how often do you Google yourself?

SE: "Once a month – I get quite a few pictures on it."

MM: "Haven't done that since I was in school and that wasn't very often to be fair!"

DBR: Blonde or brunette?

SE: "Brunette."

MM: "Brunette for sure."

DBR: Is winning a race better than sex?

SE: "Yeah, of course. I'm dedicated!"

MM: "I mean that's a hard one, depends which race you're talking about but I'll have to say no – keep me in the good books."

DBR: One thing about your riding style that you'd like to improve?

SE: "Be a bit smoother."

MM: "My corner speed – I'd love to be able to just carry so much more speed."

DBR: What's your favourite film?

SE: "Top Gun I think."

MM: "The Hangover."

DBR: What's the worst motocross-related decision you've made during your career?

SE: "Jumping while my rear axle was loose."

MM: "Not to listen to my dad – I didn't and it was a waste of time for sure."

DBR: If you had to permanently give up either the internet, mobile phone or TV which would it be?

SE: "TV."

MM: "The internet because I'm always on my phone and if I didn't have the TV if I couldn't watch motocross."

DBR: Something about yourself that nobody else knows?

SE: "I'm addicted to Lindt chocolate eggs."

MM: "I check everything is locked about five times – I think I have issues!"

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NEW BROOM!

FOR 2011 LAURENCE SPENCE TAKES OVER AT THE HELM OF AN IRISH MXdN TEAM THAT WON'T FEATURE IRELAND'S MOST SUCCESSFUL EVER RACER...

Words by Stevie Mills Photo by Sutty

It's the one race of the year that's guaranteed to cause emotional outbursts and stir up as much internet flack and controversial opinions as a fantasy George Best versus Alex Higgins drinking competition!

The Motocross des Nations is the single biggest race on the world motocross calendar. For 2011 we have not only a new Team Manager in Laurence Spence but we've got a team that doesn't include Gordon Crockard.

The ex-factory GP rider is well qualified for the Manager's job and won't be told to toe the company line by anyone – Laurence is very much his own man. Laurence's team is Martin Barr, Stuart Edmonds and Richard Bird.

Apparently, Richard is replacing the injured Wayne Garrett on the squad that will fly the flag at Saint Jean d'Angely in France come

September 17-18. Both Edmonds and Barr had a taste of the circuit earlier in the year as this was the venue used for the French GP in June. It's a tough track and if ever there is a requirement for a good start it's here! Good luck Team Ireland.

An international flavour carried the Brian Bell Memorial Motocross back to the days when many European riders would visit these shores on a regular basis. A sigh of relief could be heard from Jimmy Walker and the Temple club people as Hurricane Irene's sister – Rainy Rita – decided to move on after causing havoc and panic for the organisers. Such was the downpour the club had to call time on Friday's practice and qualification races due to water-logging. But come Saturday morning the sunshine clocked in for the day and spectator numbers started to

grow as did the atmosphere.

Works Kawasaki rider Jonathan Barragan claimed first blood in the opening International race from ex-world champion Mickael Pichon with Gordon Crockard taking a strong third and looking dangerously relaxed. Race two saw Gordon take a gate-to-flag win from Barragan and Gregory Aranda as a chance to serve up a big pot of 'I told you so' to the des Nations selection committee – plus an opportunity to settle a score with old foe Pichon – all came together to inspire the Crock Star's best race in a long time. The Brian Bell itself only counted as the final race and was won by Barragan.

Carrick club workers put a huge amount of effort into their second two-day event of 2011. Previously the club ran a very successful two-dayer at the immaculately prepared Desertmartin venue and second time around the club started with a blank canvas, designing and building a great circuit with spectacular views overlooking Belfast Lough.

With a massive 200-plus rider entry including sidecars, quads and an Evo class there was something there for everybody. Practice and a few races on the Friday night were followed by a BBQ, beer and banter which gave all in attendance a chance to bond with fellow dirt lovers and experience Tubman in full flow!

The racing was pretty impressive too with GC taking the Bodytech Collision Repair-sponsored Premier class win on his 450cc Relentless Suzuki by TAS by virtue of five moto wins from six starts. Watt Kawasaki-mounted Tommy Merton tied on points with G&G Ross racer

Robert Hamilton with Tommy taking the second step on the podium thanks to a better result in the final race of the day.

Richard Bird recovered from a heavy fall and DNF during race two on Saturday to claim fourth overall on his Bodytech Watt KTM while visiting rider Russ Rutherford's consistency earned fifth overall.

All things considered an awesome event with fantastic organisation with the only issue for consideration for the future being if the ground can cope with such a large entry...

By the time you get your hands on this month's DBR the dust will have settled and the 2011 Norman Watt Premier class title will have a new holder. With only two motos to run it's pretty much a two-horse race between Ricky Bird and Tommy Merton after all the drama of a Hollywood blockbuster with championship leader Wayne Garrett crashing out of the series and defending champ Robert Hamilton coming from behind after missing the first few races due to an early season injury.

Ricky just needs a top five finish to wrap up the title and although on paper that should be a walk in the park this is motocross we're talking about. For what it's worth I see Ricky riding smart and clinching the MX1 silverware to add to his MX2 crown of two seasons ago while Tommy won't be too disappointed with the number two plate in the MX1 class as he will collect the top accolade in the MX2 class on the same afternoon at Tandragee Moto Park.

See you at the races...

Stevie
dirtbikerider 29

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Fast Eddy motors to an incredible 17th ISDE gold medal – good going for an old man!

TARNISHED!

THE ISDE HAS LOST ITS LUSTRE BUT IS A SOFTLY, SOFTLY APPROACH GOING TO KILL OR CURE WHAT WAS ONCE REGARDED AT THE OLYMPICS OF OFF-ROAD SPORT?

Words and photo by Jonty Edmunds

This year's FIM International Six Days Enduro was a bit of a weird one. Finland won the World Trophy Team competition, as expected. France won the World Junior Trophy competition, pretty much as expected. Britain's juniors delivered the much hoped for top three result many knew they were capable of. The event was tougher than expected. And official recognition was given to the fact that that the ISDE isn't as big a deal to many riders as it once was.

This recognition came in the form of a meeting, during which the FIM took the first steps towards 'addressing' the issues that surround the decline of the event. Coinciding with the fact that France – three-time consecutive winners of the World Trophy Team competition – were absent from the race, few could argue that a clearer understanding as to why the event's seemingly lost its appeal was very much needed.

Reasons as to why the ISDE isn't the event it once was are many and varied. There's simply too many to sum up on this page alone. But the simple fact of the matter is this – many top riders either simply aren't bothered about the event or aren't bothered enough to commit like they once were. This is having, sorry, has had a sizeable negative effect on the competition. Just like other major sporting events, without a full house of 'stars' the lustre vanishes.

The increased prominence of the Enduro World Championship, the simple fact that there

are many, many more races and championship for riders to chose from and compete in, a troubled global economy as well as the fact that so many more enduro riders today have grown up racing motocross means that the number of riders putting a hand up and committing to the six days is reducing. Anything but the 'done in a weekend' event that the Trials and Motocross des Nations are, competing in the ISDE is a not insignificant commitment for riders, teams, federations and helpers.

The cost of travelling to and competing in the event is increasing, especially for those with an eye on a result. France are rumoured to have spent 180,000 Euros last year sending their Trophy, Junior Trophy and club teams to Mexico. That kind of investment is simply unsustainable even for a seemingly well-funded federation like the French.

An F1 style cost-cutting effort is something the FIM believes will help the event. By having fewer people – riders and staff – at the event for fewer days the savings made on hotels, food, rental vehicles etc will be sizeable. It's a start but as sure as eggs are eggs it'll not change many riders' view that the effort of competing outweighs the benefits.

What the FIM and many federations are against is radical changes like reducing the number of riders in a Trophy team to four, like scrapping the event in favour of an Enduro des Nations, like running the event bi-annually.

A softly, softly approach is the favoured option. With the event's centenary just around the corner now would be a great time to remove the rose-tinted glasses and create a new, exciting and sustainable blueprint more suitable for the next 100 years.

Trying to stop some federations spending more than others in the name of sporting fairness is laughable. Of course, no team can win if their riders are no good but the amount of money spent on an ISDE campaign has a direct and notable effect on a team's result. Taking Britain's Junior squad as an example, to do better than third – which they're certainly capable of – they need to be better prepared, better supported and better funded.

With no pre-event training/preparation sessions and with minimal support during the event they claimed a very creditable result. But to compete with the French every aspect of the team's game needs to be raised. That simply means more money needs to be spent which isn't going to happen as those funds don't exist.

I can't help but ask myself 'what would Youthstream do if they were in charge of the event?' and I'm sure there'd be no softly, softly approach to ensuring the event returns to its former glory. The six days has undergone major change before and implementing minor changes won't improve participation.

But inaction could be even more harmful than the supposed fall-out of radical changes...

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Now these things are pretty frickin' clever – tie downs that double up as security locks. Each two metre long Lockstrap comes with a pair of combination locks – each with a customisable three-digit code that you can change to something personal – and are made from steel reinforce nylon webbing using super-tough rivets to hold everything together. At almost £80 for a pair these things ain't cheap but when used intelligently the peace of mind they offer is pretty priceless...

Price: £39.99 each
Supplier: lockstraps.co.uk
Contact: 07703 924448



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With its remote reservoir this BRP Nitron MX shock absorber – that comes with adjustable rebound as well as low and high-speed compression – works more consistently throughout the course of a moto as it doesn't pick up any additional heat that's radiated from the bike's exhaust system. Available for all MX machines 85cc upwards, the back to a future design means that the shock must be fitted at BRP Nitron MX's workshops in Cheltenham but that has benefits too. Basically it means the machine can be fully set up while it's fitted which makes buying a BRP Nitron MX shock a doubly good deal! Used by Dan Thorhill and the Suzuki GB Youth Team...

Price: 85/150cc £650 fitted
125 upwards £750 fitted
Supplier: BRP Nitron MX
Contact: 07580 385326



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A beefed up version of Risk Racing's Light Mine, the Light Mine Professional is bigger, brighter and bolshier than the original and it's now even possible to replace the batteries when you wear them out so it's no longer a disposable item either. With a million-and-one uses and a coolness factor that's icier than The Bear's angry stare, you definitely need a Light Mine Professional in your life so go grab 'em while they're fresh.

Price: £17.99
Supplier: riskracingeurope.com
Contact: 02892 699770



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Some of the best motocross boots money can buy are also one of the most underrated. Forma's Dominator Comp boots are built to the highest standards using the finest materials available and will now be available throughout the UK thanks to Apico's super-dealer network!

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2012 FUTURE RACEWEAR

Fox Racing's 2012 Future racewear is hitting the spot at DBR Towers right now as we're really appreciating the bold colours and clean designs. Built to Fox's normal high standards, the fit and finish is bang on so what more can be said? If you try it you'll like it...

Price: V3 Helmet £299 Main Pro goggles £50 Jersey £45 Pants £145 Gloves £28
Supplier: foxeurope.com
Contact: 0191 487 6100

JOHNSON MOTORS INC CASUAL CLOTHING

Johnson Motors Inc are an established motorcycle distributor from the West Coast of the USA who over the years have supplied bikes for films such as The Wild One and The Great Escape which helped the company forge relationships with iconic actors like Marlon 'butterfingers' Brando, Steve McQueen and James Dean.

That association with cool cats has continued and it's not uncommon to see stars like Brad Pitt, George Clooney or Foo Fighter Dave Grohl rockin' a 'Jomo' tee. That comes as no surprise because there are some uber-cool designs coming out of the Johnson Motors studio including some Steve McQueen ISDT doozies, one that pays homage to the Catalina Grand Prix and even legendary off-road racer Bud Ekins is honoured. There's some sweet stuff – go check it out!

Price: from £35

Supplier: heritage-cloth.com

Contact: stockists@heritage-cloth.com



DC SHOE PASTRANA COLLECTION SHOES

Much-loved action-sports hero Travis Pastrana is honoured by long-term sponsor DC Shoes with an all-new Pastrana shoe collection that's fresh in at Freestyle Xtreme. Guaranteed to make your feet look neat and smell reet sweet (for a wee while at least) these freakin' ridiculous skate shoes are in stock right now at FSX's warehouse in Bristle. Head online and buy, buy – that's one buy for each pair of shoes by the way...

Price: from £57.99

Supplier: freestylextreme.com

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Perfect for personalising your bike, car, mobile telephone, camera, van, PC or Mac – and absolutely anything else that can have a sticker stuck on it – these custom mini plates from Pro-Decals are the dog's danglers. Choose what name and number you want, get on the phone to G-Diddy and t'job's a good 'un...

Price: see website

Supplier: pro-decals.com

Contact: 01323 840526

MAC'S ICE ANALGESIC GEL

If you need long lasting pain relief for your riding related aches and pains then you need to try Mac's Ice. Being a cynical so and so I figured it had to be a crock-o-shitake when I was handed a tub but after giving it a go and I can honestly say that this rub-on gel has helped give me some relief from the back pain I've been suffering of late. It warms and numbs so is ideal for all soft tissue injuries provided you haven't grazed or cut the skin.

Price: various

Supplier: dannysice.com

Contact: 07919 981968



ALPINESTARS IPHONE 4 CASES

Look after your iPhone like you'd look after your feet with the best protection around – Alpinestars! While these covers might not be as high-tech as a pair of Tech-10s they're still fit for purpose and pretty darn cool looking too! Check out the full range of colours and whatnot at alpinestars.com.

Price: Tech10 (red) £20

Bionic (white/blue) £30

Supplier: alpinestars.com



MATRIX M30 FACTORY TOOLBOX

If you need something badass to keep your spanners and stuff safe in then how about this Matrix M30 Factory Toolbox? It's roomy, built to last and bling as owt so I guess it ticks all the boxes right there...

Price: £499.99

Supplier: decade-europe.com

Contact: 01792 469811

GOODBYE RANT...
...HELLO DIRTZONE!

Magazine publishing is just like a race – you've got to keep pushing forward or you'll be left munching on a mouthful of roost – so we're responding to the changing times and fully embracing the internet age by retiring our Rant page. From next month Rant will be replaced by a page dedicated to our **dirtZone** dirt bike-dedicated social networking site highlighting the month's best polls, threads, comments, pics and videos with some great prizes – including Etnies shoes and Muc-Off – up for grabs for our favourite posts. To be a part of it simply go to www.dirtbikerider.com, sign up to **dirtZone** and crack right on...

SMASHED UP!

etnies I read your magazine monthly – me and my brother call it our race bible! Recently you had an article about a guy with a broken leg – well I can beat those photos...

I was practising in Gritton ready for the last round of the GT Cup and I slid out and highsided my KTM 65 and broke my arm and femur. I got a free ride in the air ambulance (thanks guys!) and a five-hour operation by the same surgeon as Stephen Sword a week earlier! I have a plate in my arm and rods in my leg and it hurts like mad but I can't wait to get back on my bike in six months.

The paramedics cut off my Asterisk knee braces and my new Fox kit I got off my nan for my birthday! So do I win the gnarliest crash in Dirt Bike Rider?

Troy, Trowbridge
PS I'm 10

Hey Troy, you're right up there with Wakker in the gnarliest crash stakes – that's one fudged-up looking wrist! Have a pair of Etnies on us mate and keep ticking off the days until you can get back in the saddle...



CRAIG ELWELL WRITES...

Hey all you guys at Dirt Bike Rider magazine! Great stuff as always. Just wanted to say a few words about the DEP S7 boost exhaust to educate and inform and hopefully win a pair of those lovely shoes or whatever you've got going!

I have recently bought a 2006 Yamaha YZ250F. It used to have a terrible flat spot at low revs which made pulling away difficult and often resulted in stalling and – more importantly – not looking cool. Also the power was at full whack when the throttle was only at a quarter of a turn which made it a dog in the technical bits and what should have been smooth cornering was an awkward manoeuvre.

I was convinced it was down to jetting issues, however I am glad to say that I was proven wrong when I got a full DEP system and I haven't looked back since! Fitting the DEP exhaust was easy enough and though I had to make minor adjustments to the brackets I was pleased it didn't touch anywhere it shouldn't have afterwards and it looks awesome!

But the big reward came when I took my bad boy for the first test blast out. I had feared after reading about the extra power delivery the exhaust gives it would make my symptoms worse but the throttle response is now fantastic – it's completely transformed the bike. It's easier to hang on to and hasn't died on me when pulling away since! So if you're thinking about getting one do it as they're wicked!

Jake, Chorleywood

Hi Craig, sorry, Jake – glad to hear some precision British engineering has sorted your two-fiddy right out! All you need now is some Muc-Off to keep everything sparkly clean...

TV CRIMES!

The Enduro World Championship TV programme should be back on Motors TV! Eurosport's programming is crap – their TV planner says such and such a time and nearly



dirtZone

every time it's not on when they say it will be. Football, boxing or something else is showing instead and you then have to go through the planner to see when it's due to be shown next and if you're lucky they might show it then. So put it back on Motors TV please!

Eddie Clarke, Isle of Man

There's nothing worse than tuning in expecting to get a dirt bike fix and being greeted by 22 over-paid prima donnas mincing around a field. So come on Eurosport, sort it out! On a separate note, The Bear reckons Babestation is always on when scheduled so maybe you need to tune into a different show to avoid disappointment!

INKED!

My lad Johnjoe's 12 years old and been racing since he was six. He's been North East 65cc champion and Yorkshire 65cc champion north. He had a bad crash so took a year out but he's back on form now and sitting two points off the NEMXC championship lead. My tattoo was done by a lady called Caroline Allison from Skin Canvas in Stanley, Co Durham (07981 475913)!

Big Ant, via email

Now that there's dedication to the cause!



GOT SOMETHING TO SAY? WELL HERE'S WHERE YOU SHOULD BE SAYING IT...

...okay, so Rant is now officially retired but we still want to hear from you and your opinions can still land you top prizes like this pimpin' pair of **Etnies Twitch3 shoes** plus marvellous bike cleaning fluid **Muc-Off**! Only instead of writing in via snail mail (and who uses that anymore apart from your nana) or emailing us, just go online to www.dirtbikerider.com, get yourself hooked up to **dirtZone** and then search out DBR! Once you've found us simply click on the 'send a message' section and get writing. Easy, eh?



VETS IN PRACTICE...

...and in proper race action n'all as the VMXdN rocks up at Farleigh Castle for a weekend of nostalgia, blasts from the past, great racing and British motocross' busiest beer and cider tent! We'll see you there...



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LAP OF HONOUR!

CHARITY FUNDRAISER PACKS OUT APEX

Photos by scorchimages.com

Former grand prix racer Justin Morris' Lap of Hope ride day in aid of spinal injuries research took place last month at Apex with some big names and an even bigger spectator turn-out helping to ensure around £8,000 was raised for the Wings for Life and Stay Strong charities...

Among the top racers spinning their wheels in support were Brad Anderson, Jake Nicholls, Tom Church, Kristian Whatley, Martin Barr, Alfie Smith and Mel Pocock plus FMX king Chris Birch. Tommy Searle and Elliott Banks-Browne were non-riding participants on the day who stuck around signing autographs and posing for pics.

Bright sunshine ensured great conditions for the 110 riders who booked in to ride the Worcester track and over 1,000 spectators turned out to support the day, the brainchild of Justin and his mate Lee Morgan. Combine with this some of the best BMX riders in the world and the words 'resounding' and

'success' spring to mind.

An auction with signed shirts from Searle, Clement Desalle, Shaun Simpson and Ken Roczen – the latter of which raised £200 in a bidding frenzy – helped add to the total and Justin and Lee are now planning another event next year.

"I can't believe so many people have turned up to our little day that we thought up eight months ago in the pub," says Justin. "I'm so proud to be a part of this and along with Lee to have organised this day."

The preparation of the track and the help from the facility's staff deserves a special mention as the circuit was in awesome condition and the support from the Apex crew was second to none.

Finally, the day was made even more special with guests of honour Adrian Mahoney, Callum Loveridge and Pat Stott who all helped promote the day.



Ando supports the Lap of Hope day



David Snow and Jackson Evans get gooning



Katy Bullock and her gang





THANKS FOLKS!

ROLL OF HONOUR...

Justin and Lee would like to say a huge thanks to the following companies for their help in making Lap of Hope such a success – Fox, DEP, Motoshack, KC custom clothing, Wye Media, Red Eleven Creative, Apex, Matt Gardner MX, Williams MX, Wellfit Direct, Total MX, GSP Media, GNXO, CI Sport, Talon, DC shoes, Red Bull



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BACK IN THE SADDLE!

**AFTER MISSING OUT IN 2010 THE WORLD'S TOP
THROTTLE JOCKEYS RETURN TO GRAND PRIX
ACTION IN BRITAIN AT THE MARVELLOUS,
MAGNIFICENT MATTERLEY BASIN...**

Words by Sean Lawless Photos by Sutty



Tommy Gun leads Valentin Teillet in the opening moto – a terrific 2-2 card sees the Brit mount the second step of the podium

MISSING OUT! FROM THE SIDELINES...

Wandering around the track we bump into a number of riders – plus a team boss – who at the start of the season would have been shoo-ins to be taking an active role at the GP. However, injuries – and a team folding – mean that former CCM Race Director Dave Thorpe plus riders Kristian Whatley, Stephen Sword and Zach Osborne are all spectators.

"As a manager and an ex-racer of course you want to be involved but things happen in life and you move on," says DT. "While it's not the same not being involved directly I've got lots of boys out there who I help indirectly so it's quite an exciting weekend for me. This is a first for me – I've never been here before – and it's fantastic. Visually it's great and the rain we had on Thursday has done the track no end of good."

Samsung Yamaha's British MX1 star Kristian Whatley has an entry but a shoulder injury causes him to pull out after riding through the pain barrier in Maxis action the previous weekend.

"I was only about 80 per cent at Duns and I didn't ride for the whole three weeks up until then. To come here and ride at this sort of pace you need to be 100 per cent – it is what it is and I can't do anything about it but I'm disappointed I'm not out there."

A former British champ and GP red-plate holder, we spot Swordy pushing his young son Ayrton round the paddock in a pram as he waits for an ankle injury to heal.

"It looks like I've chipped a little bit of bone off the back of the tibia but it's not a big problem," says the Scot, "it's just going to take a bit of time to settle down so I'll have some treatment over the next few weeks and my plan is just to get ready for the supercross. It's not 100 per cent what bike I'll be on yet but it won't be with CCM. I'd have liked to have been racing this weekend but my main priority is to get the ankle right."

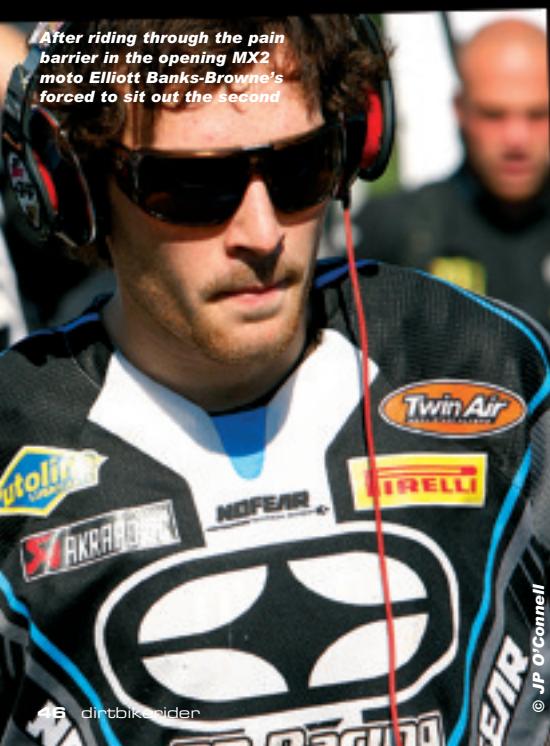
Tonus' team-mate Zach Osborne is due to make his return from injury at the GP but he's not healed enough to race two hard motos.

"I'm really disappointed not to be racing," shrugs the American. "I thought I would be back by now. The track looks amazing and I'm pretty bummed out but there's always another race."



DT's a spectator after the CCM team folds

After riding through the pain barrier in the opening MX2 moto Elliott Banks-Browne's forced to sit out the second



A pair of consistent fourth places give Gautier Paulin third overall in MX2

JORDAN BOOKER MX2 26-22

"I've had a bit of a bad day but I wouldn't say it was anything to do with the pressure from the home crowd. I had good starts in both races and in the first one I had a bit of an electrical problem and my bike cut out but we managed to quickly get that fixed so I went out and started to push back through. I didn't ride too bad but it was hard having to come from the back."

"Second race I pushed hard through the first turn and came out pretty good but at the end of the first lap I just had a stupid crash in a turn, someone crashed on top of me and I was stuck under them until they got their bike up."

"I started making passes but then dropped it all by myself and ended up jumping off the track and finished 22nd. But minus even one of the crashes I could have got points, let alone minus both of them."





Lewis Tombs picks up a point for Mark Chamberlain's MVR-D Honda team



New British MX2 champ Arnaud Tonus runs 9-5 for fifth overall



STUART EDMONDS

MX2 DNF-DNF

"It's been a tough day and two DNFs which I'm not happy with but I felt really good on the bike."

Jeffrey Herlings has an off day but still manages to claim fourth overall

It's been 10 years since we last had a British world champion – a fact that was brought home to me this very morning via a Facebook post from Jamie Dobb, the man who lifted the world 125cc crown back in 2001. Sadly, it's going to be at least another 12 months until a fellow Brit can emulate Dobber's awesome achievement but given the current opposition it's no surprise – and no disgrace either.

The fact is that with Ken Roczen and Antonio Cairoli, Germany and Italy – and KTM for that matter – have two of the fastest, most consistent riders on the planet at the moment. And that's something that's plain for all to see at the British GP at Matterley Basin. But while K-Roc just flat-out annihilates the MX2 opposition, Tony needs a big slice of luck to take his fifth overall win of the season and move to within touching distance of his third MX1 title on the bounce.

Another rider displaying title-winning consistency is Brit Tommy Searle – surely it's no coincidence that his career is guided by Dobber? But as furiously fast as he undoubtedly is,

Tommy Gun sits third in the MX2 table behind another super-consistent rider – Dutchman Jeffrey Herlings. Whether the two teenagers ahead of him are any more talented is open to debate but what they do have that Tommy doesn't are factory Red Bull Teka KTM's and those orange missiles are – just as was the case back in 2001 – the must-have machine.

Up in MX1 Tony's famously racing an 'under-powered' 350cc factory Red Bull KTM against a field of 450s. The smaller moving internal mass of the three-fiddy may make it micro-seconds quicker to get the power to the ground when the gate drops but the first two MX1 motos see Cairoli get stinking starts. Luckily for the Italian he gets an unexpected third bite at the cherry – but more about that later...

The only British rider to win an MX2 GP since Searle triumphed in Italy at the end of the 2008 season has been, er, Searle who won in France earlier this year. And heading into Matterley he's definitely in with a shout again. He's got home support and he raced both the MXdN and GP there the last time Winchester track was used in

top-flight competition back in 2006. And that '06 GP saw him claim the first of many podium finishes so he obviously likes the place.

Also a very real British podium candidate is his CLS Monster Energy Kawasaki team-mate Max Anstie. Max has finished fourth overall six times this season and although he's never raced a GP at Matterley he's literally just down the road from his UK base in Andover so home GPs don't get any more local.

But there's a shedload of talent between Tommy and Max and home GP glory plus the quali race on Saturday and the two points-payers the following day and for Max his weekend starts to go pear-shaped early on.

A solid eighth in the pre-qualifier to decide gate pick for the qualifying moto, Max clashes with Herlings in the first turn, putting the Dutchman on the deck. But the collision tears a red hose loose and Max is literally steaming ahead from the first turn on. His team signal him to pull in and his dad Merv tries to get trackside to force the cooking coppertop to pit but Max holds sixth until the very last lap when the >>

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Kawasaki finally nips up – luckily, not when he's WFO over one of Matterley's massive jumps.

Roczen comes home first to get best pick of the gate for Sunday ahead of Gautier Paulin and new British MX2 champ Arnaud Tonus with Searle fourth. Jake Nicholls cards eighth with Elliott Banks-Browne 12th but Max will be going to the gate last – not the best start to the first home GP of his career. Still, Max seems to be taking it in his stride...

"I'm not sure what was wrong and the last pick isn't what I was hoping for," he says back in the paddock. "Looks like I'm just going to have to holeshot tomorrow so I can throw out some massive whips!"

In the MX1 qualifying race former world MX2 and AMA Lites SX champ Christophe POURCEL fires a warning shot across the bows of Cairoli's KTM by coming home first ahead of Steven Frossard and the reigning champ. Best of the Brits is Billy MacKenzie – riding a virtually bone-stock Maxxis Henderson LPE Kawasaki – who's racing his first GP in two years as a wild card after relocating to Oz at the end of the 2009 season. Shaun Simpson ends the race 11th, Brad Anderson's 15th and Marty Barr's 17th while Alex Snow, Alfie Smith and Tom Church end the race back in 22nd, 23rd and 28th.

Race day starts overcast but the sun makes an appearance for the first MX2 moto of the day and it's bouncing off the sparkling lid of Roczen as he exits the first 180 degree left-hander in front and it's effectively game over. Joel Roelants throws down the initial challenge with Jeremy Van Horebeek and Herlings on his tail and as K-Roc clears off Searle keeps pushing forwards.

By half-distance Tommy's moved from sixth to fourth, then gets by Paulin for third over the triple and with three laps to go sticks the same move at the same place on Roelants for second. The

crowd go ape – a fact that's not lost on Searle.

"The feeling was great to have the crowd behind me," he says. "Every pass I could hear them and it sent a shiver down my spine how they greeted the pass on Roelants for second."

Tommy's not the only Brit battling away at the sharp end and Jake Nicholls aboard the HM Plant Red Bull KTM UK starts the race swinging and just doesn't shut off. Right up there in eighth after the opening lap, The Reverend is briefly demoted by Tonus to ninth, moves back ahead of him a lap later and stays there for the rest of the race.

For the first lap Jake's got long-time sparring partner and GP wild card Elliott Banks-Browne for company as the DB Racing Honda rider gates well and looks determined to underline his status as a world class rider who doesn't get to ride many world championship events. But EBB's still hurting from a wrist injury and as the race wears on he starts to slip back, eventually coming home a gutsy 15th.

"I got an all right start and was running top 10 but halfway through my wrist was so painful – I was hitting bumps and my hand was coming off the bars," explains Elliott between races.

"I slowed down, had a crash but brought it home in 15th. The first half of the race was good and I had good top 10 speed and I was holding my own for quite a while but after that I was making silly mistakes trying to save my wrist and compensating with the other arm but it wasn't working and I just had to cruise home. I'm gutted to not be able to ride the way I know I can in front of everyone because it's so good out there – with everyone cheering it's amazing."

With the next round of the Red Bull Pro Nationals just a week away and the title on the line Elliott decides to sit out the second moto and rest up.

Ken Roczen nails two wins to underline his dominance this season



A DNF in the quali race got Max Anstie's first home GP off to a crappy start...



Cheered on by the home fans, 'Rocket' Jake Nicholls takes sixth second time out for sixth overall

DAMON STRYDOM

MX2 32-DNF

"For my first GP the track was rough but I enjoyed it a lot and never got arm pump and didn't get that tired. Coming from South Africa I've raced a few youth nationals here but I haven't even done the British championship or Red Bull Pro Nationals yet so to jump straight into a GP was pretty tough. I've learnt a lot from this weekend and we can go far from here."



K-Roc grabs another h-shot!

BRIAN HIGGINS

ACU HEAD HONCHO

We also caught up with ACU Chairman Brian Higgins to get his views on the first British GP since 2009.

"I think generally it's been a good grand prix. It's good to get the grand prix back in the UK – what we've all got to work on now is stability for it. I honestly believe we've found the right venue here at Matterley Basin and I've got to give credit to Steve Dixon because it's Steve who's got this on."

"There have been a lot of knockers – the ACU haven't knocked him but we've perhaps not helped him as much as Steve wanted and he'll probably tell you that but I'm sure now we can move forward and I'm sure we can keep the grand prix coming back to the UK."



Billy leads Rui Goncalves in the opening MX1 moto

BILLY MACKENZIE RETURN OF THE MAC!

"I definitely filled my own expectations with running near the front – from riding in Australia I knew my speed was there and I was confident I could still be a front runner. Obviously, with the hype behind everything I didn't want to say too much just in case I was wrong but I think I proved I can still be a front GP runner and with a little extra race time I can be a consistent top six finisher."

"The bike was awesome – we had to make a few minor changes due to the climate with the ECU but together with the help from Monster Energy Kawasaki, the LPE Kawasaki team and my old mechanic Paul Teasdale we had the bike working fantastic by the time the race rolled around. We used the British championship at Duns to work out any little niggles and the bike felt fantastic at the GP."

"The crash was very unfortunate. I had already put myself in that position by having a bad start, I had problems over the gate and was at the very tail end going into the first corner. I had a lot of work to do but I was really up for making it happen after having a solid result in the first race. I felt I was riding awesome – I passed a lot of people and was up to eighth place by the first 10 minutes."

"I had passed Leek and was working on seventh place. Leek snuck round the inside of me before the quadruple up the hill – it was an easy jump to clear and on the run up I fully expected Tanel would clear it. I think he must have decided at the last second to jump the triple and I had already committed to the quad."

"I was in the air when I realised Tanel had tripled and I was just hoping he would have sprinted out from under me as I was coming down to land! But he over-jumped the triple a little which killed his speed it seems and I landed right on the rear of his bike. We both went down hard and I hit my head and was knocked unconscious. I had no other injuries."

which was incredibly lucky, not even a scratch on me apart from a black eye! I hope Tanel is okay.

"I feel it was just one of those racing incidents – looking back at the tape there was not much either of us could have done. I don't like to hesitate on the track so once I had committed I couldn't pull out."

"It was great to see everyone again, there were so many faces I hadn't seen for years – it was great to be back, the atmosphere was electric, the track was brilliant and the racing was close. The fans were awesome – it was great to feel so important again! I really missed the British fans and it seems they missed me a little!"

"I wanna say thanks to everyone who made that race possible from the organisers right down to the last toddler fan – without everyone in a combined effort it wouldn't have been as special as it was."

"I also wanna say thanks to all my crew who helped me get over there and to everyone who supported me."

"So thanks to Monster Australia Kawasaki for supporting my efforts, Steve James and the LPE Kawasaki team for providing such a great relaxed set-up at the track, Steve Guttridge for micro managing everything, my dad, my girlfriend Harriet, all my friends and family, Stevie, Bryan, Dean, Calum."

"Then there's my old mechanic Paul Teasdale for doing a fantastic job on the bike and Jason Dougan and his father Dave for the training build up. And not forgetting Keith Amor, Craig Elwell, Ash Kane, Jamie Dobb, BC and Jeff Perrett – all those names together helped me get prepared and organised at the race and I couldn't have done it without any of them. And to all the fans and all my old friends who I had the chance to catch up with – they made my trip a fun time."



Woody's race two holeshot comes to nothing after the moto's red-flagged



Tony Cairoli claims the overall



Stefan Simpson signals Shaun skillfully



TOM CHURCH

MX1 17-DNF

"The first race I felt I rode good for 20 minutes and then I kinda rode tense and I was in that top 12 and got passed by some good guys and ended up struggling a bit. But I was up for the second one and I was in about 13th when it got red flagged. On the restart I hit the green fence in the first corner and that was that – I had no back brake. I tried to keep going but it was so sketchy. It was a disappointing day but that's the way the cookie crumbles isn't it."

But what of Max? Last to the line, he rounds the first turn near the back and never stops charging. A distant 19th after the opening lap, Max keeps going forwards – making pass after pass on a track that's been criticised for being hard to pass on – and brings it home 10th.

Race two sees another Roczen holeshot and another Roczen disappearing act as he controls the race from the front and barely puts a wheel wrong. "I got the holeshot again in the second race, even though it was hard because the track had started to get rough," he says. "But I was able to do it pretty good to finish first again."

'Pretty good' is a typically modest understatement – this time around he wins by almost 14 seconds compared to his 10-second advantage in the opener.

Tommy holds third for the entire race as he bids to chase down Herlings. With a lap to go it looks like he's going to have to settle for third but then Herlings develops a bike problem and slows and Searle pounces to take his third 2-2 card of the season.

"I had to put so much effort into that first moto that I already felt tired on the second lap," admits Tommy. "I don't know what happened to [Herlings] but I was on him anyway."

Herlings keeps going for third from Paulin and Tonus and Jake – rocking a pair of lucky sideburns that make him look like a cross between Rocket Ron Haslam and Cornelius from Planet of the Apes – moves from 10th on the opening lap to sixth at the flag.

"I've actually really struggled with this track all weekend – getting the bike set up more than anything," admits The Reverend. "It's tough with lots of off-cambers but all-in-all it's been a solid weekend and 8-6 is pretty decent. It's just a shame I couldn't get a bit more set up on the bike earlier on so I could be a bit more comfortable. We missed out on a home grand prix last year and the fans were out to make up for that – I don't think I've experienced support like that ever. I'm glad I could get a decent result in front of everyone."

Max has a slightly better start this time out, is in 16th after lap one and again keeps making passes – this time all the way up to eighth. In fact, you'd be hard pushed to find a rider who made more passes all weekend than Anstie Jnr...

"My bike problems in the quali race just made it really hard," shrugs Max. "I was 40th to the line and that could have cost me >>



BRAD ANDERSON

MX1 9-7

"I've just been told that I've got fifth overall which is fantastic. I was pushing on the last few laps and was catching Campano with a few more just in front so it's a shame I didn't push on that little bit harder and catch them. But it's so gnarly out there – you could easily make a mistake and lose loads of time – and I seen Strijbos coming so I had to keep pushing because of that."

"When I was going round all I could hear was all the fans shouting and it really boosts you on – the fans do a great job and I'd like to thank them and the team as well. They've put in loads of effort and we've had a really good ride."

"When it's as smooth as a baby's bum everyone can go fast but when it got rougher it sorts the boys out from the men. It got rough out there towards the end and I love it rough."

© JP O'Connell



Christophe Pourcel wins the opener but almost misses the restart of race two

Ando's on it all weekend and is rewarded with fifth overall – good work Bradley!

Jonathan Barragan chases Kevin Strijbos



getting on the podium today. I felt I was riding really fast and really strong so, yeah, yesterday I was unfortunate with that but I got inside the top 10 both times so I made a lot of passes and stayed on."

Although not making nearly as many passes as Max, a special mention has to go to MVR-D Honda's Lewis Tombs who moves into 20th just after half-distance and stays there to pick up his first world championship point. Well done that man!

The opening MX1 race starts out with Frossard leading Pourcel and – to the delight of the crowd – Mackenzie as Cairolí circulates just inside the top 10 but a fair way back from the leading trio. Billy, racing a bike with stock suspension, gamely hangs tough for as long as possible with Goncalves and Tanel Leok turning the screw behind.

But Cairolí's on the move. He picks up a place a lap for the first three laps, bides his time for a

couple more laps and then swiftly dispatches Rui Goncalves and Billy to take third. The leaders are too far clear to catch but championships are won by being consistent and Tony knows all about winning championships.

Billy slips back to seventh at the flag behind Leok, Max Nagl and Goncalves but it's still a bloody good show from the Scot. And he knows it...

"I was really pleased with my result from the first race, really pleased but also a little disappointed," says Billiam. "The speed I was running at the beginning while in third place felt very comfortable and I didn't feel as though I was pushing my limits – third place felt like my place, it felt like I belonged there."

"I just wanted to ride my own race and be sensible, concentrate on my lines and bring home a solid result as it was my first GP race in two years! In hindsight I wish I had maybe pushed harder and tried for a top three result."

Ando starts ninth, swaps a few places and ends ninth for the solid top 10 finish he was looking for but after running sixth on lap two Simpson has a big moment and bounces his head off the bars before sliding back down the field to 16th, closely followed across the line by TC and Barr.

The second MX1 moto has the crowd going crazy as Simpson nails his first holeshot of the season and leads for over a lap until Frossard goes by. Even then Woody hangs on and it looks as though the Scot's all set for easily his best finish of the season – until it all goes tits up for the other Scot in the race.

Billy Mac overcomes a mediocre start, makes a shedload of passes early on and after 10 minutes is up to eighth after sticking a move on Leok. But the Estonian factory TM rider dives underneath Billy in the corner before the big uphill quad jump and, as Billy hits it full-bore, Leok with less speed opts to triple/single it. >>



FACTORY PHIL

LIFE IN THE OLD DOG...

Okay, so Tommy didn't quite make it to the top step of the podium but we did have a home victory – and it was a double n'all – in the vets' VMX class where Factory Phil Mercer barged out a couple of wins.

"I'm really happy with that and the British crowd pushed me on," grins the 40-year-old. "In the first one I got the lead but went a bit squirrelly in the middle of the race – came up short on a few of the jumps and missed some gears. I started to get panicky – I should be old enough to know better. It might have been the adrenalin but I settled down after that."

Phil, a former GP rider who went on to find success in AMCA and IMBA competition, is now fourth in the series even though he had to sit out the opening two rounds in Holland and the USA while he waited to hit the big four-0!

"I'm gutted I missed the start of the series. I've never been to America and I missed America by two days. So I went to Latvia just to have some fun and although I can't win anything this year I'm still loving it, I'm having so much fun."



Tony Cairoli chases down Davide Guarneri – the Italian world champ was impressed with the choice of lines the Matterley Basin track offered

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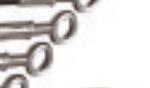
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RESULTS

MX1

1	Antonio Cairoli	Red Bull KTM	20+25=45
2	Christophe Pourcel	Kawasaki Monster Energy	25+20=45
3	Steven Frossard	Yamaha Monster Energy	22+22=44
4	Max Nagl	Red Bull KTM	16+16=32
5	Brad Anderson	PAR Honda	12+14=26
6	Jonathan Barragan	KRT Kawasaki	7+18=25
7	Anthony Boissiere	Rockstar Suzuki	11+12=23
8	David Guarneri	Rockstar Kawasaki	13+10=23
9	Rui Goncalves	Honda World Motocross	13+10=23
10	Carlos Campano	Yamaha Monster Energy	6+15=21
14	Shaun Simpson	LS Motors Honda	5+11=16
15	Billy MacKenzie	LPE Kawasaki	14+0=14
22	Tom Church	HM Plant Red Bull KTM UK	4+0=4
23	Martin Barr	Boost KTM	3+0=3
25	Alex Snow	Lanes Kawasaki	0+1=1

MX2

1	Ken Roczen	Red Bull Teka KTM	25+25=50
2	Tommy Searle	Monster Energy CLS Kawasaki	22+22=44
3	Gautier Paulin	Yamaha Monster Energy	18+18=36
4	Jeffrey Herlings	Red Bull Teka KTM	14+20=34
5	Arnaud Tonus	Bike It Cosworth Wild Wolf Yamaha	12+16=28
6	Jake Nicholls	HM Plant Red Bull KTM UK	13+15=28
7	Christophe Charlier	Monster Gariboldi Yamaha	10+14=24
8	Max Anstie	Monster Energy CLS Kawasaki	11+13=24
9	Jordi Tixier	JM Racing KTM	9+12=21
10	Joel Roelants	JM Racing KTM	20+0=20
20	Elliott Banks-Browne	DB Racing Honda	6+0=6
25	Lewis Tombs	MVR-D Honda	0+1=1

SERIES STANDINGS

MX1

1 Cairoli 554, 2 Frossard 472, 3 Desalle 461, 4 Nagl 410, 5 Bobryshev 387, 6 Goncalves 371, 7 Philipaerts 308, 8 Barragan 279, 9 Boog 272, 10 De Dycker 268...14 Simpson 186...24 Anderson 38...26 Dougan 26...31 Krestinov 15...33 MacKenzie 14...34 Barr 11...35 Church 11...52 Snow 1

MX2

1 Roczen 590, 2 Herlings 547, 3 Searle 479, 4 Paulin 425, 5 Tonus 353, 6 Anstie 342, 7 Osborne 295, 8 Killas 287, 9 Aubin 242, 10 Roelants 226...12 Nicholls 193...22 Karro 71...26 Banks-Browne 23...46 Booker 4...55 Tombs 1



Tanel Leek's GP ends when Billy Mac touches down on him



Steven Frossard is second both times out for third overall



Xavier Boog busts some moves



MARTIN BARR

MX1 18-DNS

"I cased one of the tabletops and it bounced me into the braking bumps and I jerked my wrist quite far back. I tried to ride on for a few laps but it's pretty badly sprained and I couldn't hold on so I decided to pull off rather risk a worse injury. It got red flagged anyway. I got 18th in the first one which wasn't great but we're not used to this, racing against the grand prix guys who are doing it every weekend. It's always hard to jump straight in at the deep end."



The resulting crash is a shocker as Billy comes down on the back of the TM rider sending both men to the ground.

Leok manages to stagger to the side of the track but Billy's sparked out in the middle of the circuit and after a few minutes of indecision the red flags come out.

From the restart Cairoli – running midpack from the original start – nails the holeshot and is never headed again as he races to the overall win. It's a big slice of good fortune and he knows it.

"This was a good weekend for me and I managed to win the GP," says 'Super' Tony. "It was quite a different track because it is wide and there were a lot of lines. Everyone likes it here and so do I. It's one of my favourites this season so far. I am just happy to win this GP. Now we only need a few more points to take the title in

Gaeldorf so I am very happy things are going so well for us."

And Tony's not the only one to grab a lucky break with the red flag. After a couple of early crashes Pourcel pulls out and is actually changed and about to head off to the airport when he's frantically dragged to the paddock in time to get back into his race kit and head to the gate for the restart.

This time out he keeps it rubber-side down and although he loses second to Frossard a handful of laps in his third-placed finish is good enough for second on the day after losing out on a tie-breaker with Cairoli.

Spaniard Jonathan Barragan has his best race since the opening round in Bulgaria to claim fourth at the flag ahead of Nagl and Ando brings the PAR Honda home a brilliant sixth to claim a fighting fifth on the day. But for Simpson his race

ends a disappointing 10th after failing to repeat his holeshot heroics.

Putting a brave face on things, Woody does his best to see the positive side. "It's a big disappointment because when you get away at the front you can hang with the guys and I was feeling quite smooth behind Frossard. That was the first time I've managed to get a holeshot all year! It was at the British GP so at least I lead for a lap or two and got the crowd on their feet. I think I was the only British guy to lead a couple of laps today."

"I had a big moment in the first one when I hit my head really hard off the handlebars – my neck is killing me right now – and then I made it really difficult in the rerun. It's been a tough weekend but it shows just what I can do with a start and I'm sure if I was up there every week I'd be able to run with the front guys."



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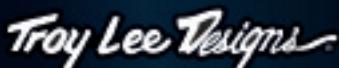


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Steve spent much of the British GP with his moby welded to his ear – hardly surprising given his hands-on approach to everything

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No matter whether you're a fan, racer, mechanic or team owner there's something very special about your home grand prix. For us Brits that's especially true because the British GP is without doubt the highlight of the world championship season and not just for us island dwelling folk either. The atmosphere is electric, the tracks (except for Donington and Mallory) have always been sublime and since that damp n' drizzly day at Matchams back in 2005 the weather's been pretty good n'all!

This year's Matterley Basin bash follows that trend. Surrounding what's undoubtedly the best track of the year are an impressive array of voraciously vocal fans eager to cheer on any one of our domestic gods to a higher result whether it be second in the case of Tommy Searle or 22nd for Jordan Booker.

But while the results do matter they ain't really all that important for the British teams and riders drafted into this world championship round as wild cards. For them the experience is more about setting out their stall and enjoying their day in the sun.

But there's one man who's definitely not enjoying his day in the sun as much as he should be and that's LPE Kawasaki's Steve

James. Since making their GP debut at the much maligned Fairyhouse Racecourse three years ago the official Kawasaki UK squad has now grown in to one of Britain's biggest and – across the board – most successful outfits around. And with the enigma that is Billy Mackenzie joining regular LPE team riders Gert Krestinov and Connor Walkley underneath the team awning at Matterley there should have been plenty for Steve to smile about, right? Well, kinda...

While there's no doubt that the Maxxis Henderson LPE Kawasaki team set-up looked right at home among the factory big rigs and the boys were going pretty well out on the track something much heavier weighed on Steve's mind come race day...

"At some point last night my team workshop at home was broken into," explains Steve after finally peeling his mobile phone away from his lughole for long enough to speak to anyone face to face. "I'm like Mr Security and that place is like Fort Knox so they've had to go to a lot of lengths to get in. It's been a professional job but it's also someone with local knowledge that knew where the bikes were and where to go in.

"I'm very particular about who I let in the workshop and who knows what's there which

means it had to be someone who knew I was away but also someone who knew the layout. The people who've done this are the lowest of the low and it really just pees me off that there are people out there – scum – who would do this to us. I mean, can I even carry on after a setback like this?"

Whether Steve knows it yet or not the answer to that question is obviously yes because like almost everybody else who's involved in this industry he's a life-long enthusiast who'll never be able to turn his back on the sport he loves whether he wants to or not. "I have always loved motocross and I rode myself on and off for 18 years," he admits. "I started racing in the late '80s but I was never really that good – I got myself to a B class level, I won one local club championship and I raced in the British twinshock championship on an '81 490 Maico after that. I was one point behind the leader in the Clubman championship and then they cancelled the last round – I was gutted!"

Although he plugged away at it for years, fame as a rider was never forthcoming which is why the majority of us will be introduced to Steve James the team owner and sponsor rather than Steve James the racer – either way he's a pretty sound guy. I first met him many

>>

STEVE JAMES ON...

BRINGING BILLY BACK

"At Duns Billy rode really good – his lap times were good all day and he finished third overall. At the GP he qualified really well and in the first race he got a good start and was running third for a while and was looking really good. I think it's only the fact he's not used to the GP length races that he struggled a bit because he's been in Australia doing shorter races and 40 minutes is a long time. Still, fair play he finished seventh and that was a really good result and the crowd was getting behind him."

"He was so unfortunate in the second race – he was coming through the field then came together with Tanel over that quad jump and both of them went down so hard. I went up there as they were loading Billy into the ambulance and it didn't look good. I've heard from the hospital that he's going to be okay and that's great news. I get annoyed that there are so many people on Billy's back for whatever reason and it would have been nice for him to have two good results to shut a few people up."

THE BRITISH CHAMPIONSHIPS

"The British championship is one of the toughest domestic championships in the whole world with a really good depth of talent but I think they need to bring back qualifying. Years ago there used to be a qualifying championship that you had to qualify from before you could even try and qualify at a British championship round. I don't know if that could still be done or they could just bring back qualifying on the day."

"The three-race format is exciting but I'd like to see a return to two 30-minute motos. It would be better for the GP riders and also for helping prepare young riders for racing GPs if they can progress that far. It would also show who's fit, who's putting in the work and who's really on it."

"Away from the racing I feel for the traders as the schedule's so busy there's no time for anyone to have a look around the trade area or look in the pits and see all the teams. Now the day is just full of racing and nobody has time for anything else. Everything feels a little bit rushed and you can't savour anything."



Bryan MacKenzie



Billy MacKenzie



Connor Walkley

Since answering an online ad for a 450cc rider, Estonian Gert Krestinov has become an integral part of the team



Irn Bry's been having a great season under the LPE awning

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KAWASAKI INFORMATION SERVICE

moons ago as he supported the racing efforts of hirsute all-rounder Ryan Voase in the British supercross and various off-road championships.

"That's how I got into the team thing really – by helping Ryan," says the 42-year-old Yorkshireman. "A friend of mine was sponsoring him and I started helping him out too and through that I got introduced to Kawasaki and we've just gone from there really."

The LPE Kawasaki team as we know it now was launched in 2008 for a full year of Maxxis, British Masters and British Open/MMX/four-stroke/or-whatever-it-was-called-that-year championship action. A fairly productive season with Jamie Smith ended on a high as the fledgling squad became Kawasaki UK's official team for 2009.

"We went from just running Jamie on a 450 to having Elliott Banks-Browne and Daniel Arnold in the MX2 class as well. We also picked up Kristian Whatley part way through the season and he won the British Open title for us on a 450."

EBB, Smith and Arnold were all released for

2010 while Whatley was moved down to the MX2 class which was perhaps not the smartest decision looking back. With two 450 berths to fill Wayne Smith and Jordan Rose were both swiftly signed up although injuries left them off the bikes more than they were on them and Steve was left searching for someone new.

"I put something on my website that I was looking for a 450 rider while Jordan was injured and Gert Krestinov's agent Justin Hale – who used to work for factory Kawasaki as a mechanic – asked if I'd be interested in taking on Gert and it went from there. He drove for three days with his father from Estonia to try out the bike and that proved to me that he's got tenacity – he drove to England to test a bike for a team that he'd probably never heard of. It was great that he came onboard."

Krestinov's back again in 2011 and this time he's joined by flying Scotsman Bryan MacKenzie and pro debutante Connor Walkley inside the team awning. And so far it's been a pretty stellar year...

"This year has definitely been our best to

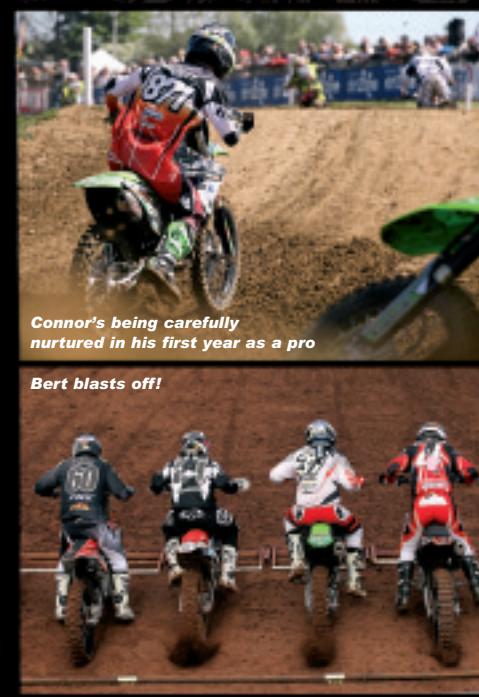
date results wise. Bryan has won the Wulfsport British Masters MX2 championship already and he's leading the Scottish MX2 championship while he's third in the Red Bull MX2 championship and fifth in the Maxxis. In MX1 Gert's third in the Red Bull and fourth in the British which is also good.

"We've also got Connor Walkley who's in his first year as a pro with us after winning the MXY2 and BYMX championships last year. He was injured at the start of the season but he's starting to come good now and had a ninth overall at Duns. To get in the top 10 in his rookie year is really impressive. That kid has got a lot of talent and he's coming along nicely. He's the ultimate Team Green rider – all through his career he's ridden nothing but Kawasaki. It's nice to take him from the youth ranks to the pro team."

Progression has always meant a lot to Kawasaki and Steve's right there with them. "When we started we had nothing but we worked hard to progress and now we're here. I've spent three years building everything up so >>



Bryan leads Scott Elderfield at the opening round of the Maxxis series



Connor's being carefully nurtured in his first year as a pro

Bert blasts off!



Lee Dunham's doing the business for the team in the amateur ranks

STEVE JAMES ON... KAWASAKI

"I'm confident that I've been loyal to Kawasaki and Kawasaki have been loyal to me and I think we've built something that's too strong to break it. When we started this we said it was going to be a four to five year plan and next year will be the fourth year of us being the official team and hopefully we can keep building and in our fifth year be in the running to win a British championship."

GRASSROOTS RACING

"Last year Lee Dunham won the MX2 IMBA and AMCA championships for us and this year he's leading the AMCA MX1 championship and he's also only five points off the lead in the IMBA series – he's doing really well!"

"Everyone keeps saying to Lee 'when are you going to do the British championship?' but at the end of the day he does the AMCA championship where the A stands for amateur. I think he's quite happy doing what he's doing because that's the level he wants to be at. I think he'd do okay at the British, he's no slouch and he's very professional the way he does everything – winning those championships aren't easy. It's a shame because I never get to see any of his races because we're always at a Maxxis, a Red Bull or the British Masters and everything has clashed this year."

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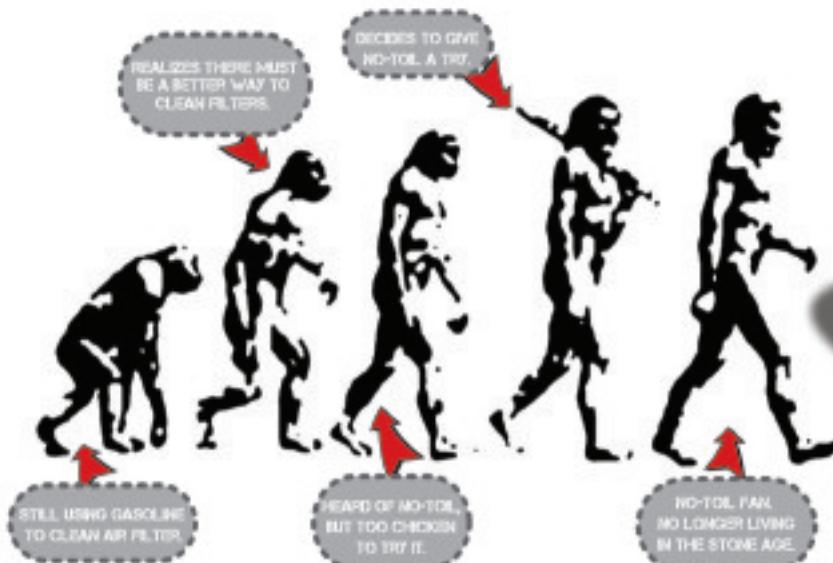
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STEVE JAMES ON...

BRITISH SUPERCROSS

"I like the supercross because it gives me the opportunity to spend the weekend away with my wife for a city break, I can stay in a nice hotel and spend a bit of time with her and there's still the motocross element as well. We can relax and enjoy watching the racing – it's a good series and it gets people together."

"I think Future West do a good job and the tracks are a lot safer than they used to be. When we did it with Ryan some of the jumps were much more technical and there weren't so many riders doing all of them. Now there are a lot more riders willing to give it a shot and the racing's better for it."

"It's entertaining for the fans who can buy a ticket, come and sit inside where it's dry and warm and it's a good way of introducing people to motocross. This year with it being five rounds it will be good – I'm looking forwards to a break from racing but when the supercross starts again we'll be ready for it."

A COMPETITIVE COMEBACK...

"Running a team is the next best thing to riding myself and I'm too old and fat to do it now. Every year I say I'm going to enter the mechanics' race at the last round of the British on my KX500 but it gets nearer and nearer and I think I'll give it a miss – after one lap I know I'd be blowing out of both ends so I don't bother."

NEXT YEAR

"I'm not sure who we'll be running next year but I'd like to keep all three riders and maybe take on another rider in either MX1 or MX2. We haven't made our minds up what we'll do yet – that's still to be discussed with Kawasaki and the sponsors. The 2012 KX40F is a very good bike so I expect we might make a push in MX1."



Billy Mac's GP comeback was backed by Steve and the team



we look the part – the trucks and the awning – and we've got all that sorted. I really enjoy what we do, I don't get any monetary value out of it like some people think – I just pump money in.

"I would say that it's around £50,000 each year – or it has been for the last three years. That's mostly spent on salaries, diesel, entries and other bits and pieces. I'm lucky that I've got some very good sponsors onboard with Maxxis, Henderson Insurance, Kawasaki Motors UK and Truck Links – they support us financially and I've got some very good product sponsors too."

Of course when you've got good sponsors it's not uncommon for people to try and poach them...

"It's interesting to see how some people operate in this game – apparently it's a cut throat business. That's not the way that I would play it but it's that sort of a world, people are always approaching riders and mechanics. I can't understand it, you've got to work with these people every weekend and I like to get on with people the best I can especially if I'm working with them."

"I really enjoy doing the team thing and there are a few of us who get along really well in the paddock – Steve Turner, David Bright and Mark

Chamberlain among others. Mark is a really great guy and I have a lot of admiration for him as I've never known anybody to be so passionate about the whole thing – I just love the way he does everything."

"If I had enough money to do the GPs I'd do them too but only if money wasn't an issue. I'm realistic about it though and I know there's enough to keep us busy here in Britain. If we do three or four GPs that's just enough to get a taste to enjoy it and I do enjoy it but I don't know whether I could do it full-time."

"If I could afford it I think I'd have to employ somebody full-time to either run the team or run the business and that's what I don't want to do. I've had a manager run my business before but that didn't really work out because I don't think anybody can do it as well as I can. It's very hard to let go – I like to do everything myself."

"With the team I drive one of the trucks myself, help put the awning up – I'm really hands on and I enjoy that part of it. I'm always busy at the races dealing with the riders, the mechanics and the sponsors but that's the way I like it and when it all comes together and you have good results on the track, well, there's no buzz like it!"



VLADIMIR KAVINOV WAS THE
LAST RUSSIAN TO WIN AGP!

FROM RUSSIA WITH LOVE!

EVGENY BOBYSHEV'S GERMAN MX1 VICTORY AT TEUTSCHENTHAL THREW ANOTHER RUSSIAN NAME INTO THE ARCHIVES OF GP WINNERS BUT YOU'D BE SHOCKED AT WHAT A SHORT LIST IT IS AS 'BOBBY' IS JUST THE NINTH RUSSIAN EVER TO WIN A GRAND PRIX — AND THE FIRST IN 31 YEARS...

Words and photos by Jack Burnicle

The mighty Union of Soviet Socialist Republics unleashed its soldiers and policemen onto the world motocross stage with the advent of 250cc GPs in 1962. Mounted on a Czech CZ, Igor Grigoriev finished third the following year and in 1964 Viktor Arbekov repeated that feat, beaten by Joel Robert and Torsten Hallman but recording a maiden grand prix success for Russia at Apolda, Ken Roczen's home town in Eastern Germany.

The following year saw the smiling Arbekov go two better, claiming the 250 world crown after a huge season-long battle with Robert, Dave Bickers and Hallman. Victorious at St Quentin in France, West Germany, Italy, the Netherlands and Poland, Arbekov snatched Russia's first title by four points from Robert with Bickers third. That year also saw the first of the USSR's three 500GP successes when Grigoriev won his home round at Kiev!

Arbekov would win three further 250 GPs — at Leningrad in 1966 and successive Spanish rounds in '66 and '67. He also surprised the big boys with a wild card victory at the 1966 West German 500GP and the following year his compatriot Gunnar Draugs won the Austrian 500 round at Sittendorf. Then, shockingly, in 1968 an utterly unknown Russian quartet — Shinkarenko, Petushkov, Pogrebnjak and Angers — won the only MX des Nations ever held in their home country at Kishinev!

A year later another sensation on Russian soil! Short, sturdy, moustachioed Vladimir Kavinov startled his CZ team-mates Robert and Sylvain

Geboers by beating the duelling 250cc world title contenders at Leningrad. Kavinov was joined on the world championship trail in 1972 by the reigning Russian MX champion, an ice-blue-eyed, cleft-jawed Soviet Army lieutenant called Gennady Moiseev.

In the last round at Wohlen, Switzerland, their CZs failed to arrive. KTM stepped in with an offer of machinery and when Moiseev won the second moto to finish third overall behind Hakan Andersson's Yamaha, three Russians unexpectedly became the Austrian factory's official 1973 250 GP squad.

Moiseev won his maiden grand prix — the Yugoslavian round at Maribor — and third team member Pavel Rulev the Italian GP at Serramazzoni. Then in 1974 Moiseev led after winning the traditional opening round at Sabadell in Spain and eventually became world champion at Wohlen's controversial final showdown in Switzerland.

But 1975 was a lean year for the assorted Ruskies, only a solitary Swedish 250GP victory at Jarva by Bobby's namesake Evgeny Ribalchenko leavening the drought. Then Moiseev sprang back into contention in 1976 with victories in Italy, the British GP at Newbury and the final round in Sweden leaving him just a point shy of Husqvarna's Flying Finn Heikki Mikkola. Third in the series was Kavinov who won the German GP at Gaeldorf and Anatoly Ovchinnikov won twice — including my first Continental 250GP, at Lichtenvoerde in Holland, attended with Rob Hooper and his long-suffering dad Bob!

The Russian contingent would always park **>>**



was armed with his mum's Kodak Brownie camera. After art college he mixed life as a graphic designer, magazine art director, photographer and part-time art college tutor with motocross and photo-journalism. Now he's a commentator, painting pictures with words... He never did get a proper job...

JACK BURNICLE is the godfather (our words, not his) of British MX journalism. Born in Billingham, County Durham, to Bella and nutty (his words, not ours) musical genius Stan Burnicle, Jack was mad about cars and motor racing as a kid. At sweet 16 he got a motorbike, rode it to a local 'scramble' and was instantly, hopelessly hooked. Next time he went he

(S33375)



CLOSE MUSKINOV (LEFT) + KAVINOV GIG UP AT A HAWKSTONE 250 GP RIVER PRESENTATION

DESCRIPTION SIGNEMENT	
Baron Titulaire	★Wife Femme
Occupation Profession	GRAPHIC DESIGNER
Place of birth Lieu de naissance	BALI/ENGLAND
Date of birth Date de naissance	9/2/47
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THE MUSCOVITE MENTOR!

THE RACING CAREER OF BOBBY'S FORMER TRAINER YURI KHUDIAKOV...

When I mentioned the name Yuri Khudiakov to Evgeny Bobryshev I was astonished at his response. "He was my trainer when I lived in Moscow!" he laughed. Tall, imposing and tough, Yuri was one of two racing brothers and campaigned early watercooled 125 CZs in GPs. He finished sixth in the 1976 125 world championship, second overall at Cassel in northern France – my first ever Continental GP! – and third at Hawkstone Park.

Sixth again in '77, with a second overall in Poland, he slipped to 11th in 1978 then played a major part in Russia's MX des Nations triumph at Gaildorf aboard a 500 KTM. He and Valeri Korneev finished 12th and 13th in the 1979 125 series before conspiring to snatch the Trophee des Nations from under Sweden's nose at Stockholm on 250 Katooms. Another 12th in the 1980 125 GPs – and second in the second moto at Verdun in France – Yuri plugged on with the uncompetitive CZ through 1981 – fifth in Austria – then popped up as Cagiva's lone 125 GP rider in '82, a fine eighth overall in a quality field that included five world champs, his best result fourth in Spain's final round at Montgat.

Even more remarkably the Italian factory put Khudiakov and Andrei Lodovski onto their aircooled 500 for 1983. Yuri immediately impressed, scoring seventh places at the opening rounds in Switzerland and Austria against the might of Japan before both he and Cagiva exited the 500 GP stage.

RUGGED RUSSIAN YURI KHUDIAKOV
WRESTLES HIS ROUGH-LEWED CZ TO
4th PLACE IN THE 1978 DUTCH 125 GP



up their vast, single-decker military bus in a distant corner of the grand prix paddock with a huge, heavy tarpaulin slung alongside. The only English speaker in their midst was a jury representative. Patient and polite, this stolid, square-faced gentleman with a large mole on his cheek would finish any conversation with 'you are welcome' – but he didn't give much away!

When Mikkola returned to 500 GPs in 1977 they completely dominated the 250cc scene. Rock-hard Moiseev emerged champion again, storming to double race victories at Hawkstone Park, Borgloon in Belgium, Italy, Payerne in Switzerland and the final round at Hyvinkaa in Finland plus a sixth overall verdict at Kishinev. Kavinov took the honours in Austria and at Uddevalla to finish a solid second in the series, way ahead of the rest, with KTM winning nine out of 12 GPs that year.

Moiseev did it again in 1978, though this time less convincingly after a season-long battle with Torleif Hansen's Kawasaki. Gennady won races in Italy, Yugoslavia, Sweden and Switzerland but only the one overall – his third successive British

GP – at Kilmartin in Scotland. Kavinov emerged triumphant at Ahun in France and also claimed the Czech GP at Holice to finish fourth in the table with his namesake, newcomer Vladimir Korneev, 14th. These three, together with 125 GP star Yuri Khudiakov, climaxed their season with a resounding win in the Motocross des Nations at Gaildorf in Germany – 10 years after that first Russian success!

While Korneev was despatched into 125 GPs alongside Khudiakov, Moiseev and Kavinov found Hakan Carlqvist's 250 Husky too hot to handle in 1979. Kavinov actually edged his mate out of third place in the table by seven points, despite Gennady achieving the Russians' only GP success that year – a double win at the final round in Bulgaria. But then, another dramatic team turn-up, the same squad defeating home boys Sweden in a wet 250 Trophee des Nations outside Stockholm – Khudiakov and Korneev edged out Hakan Andersson in a desperate lunge for the line, grabbing Russia the verdict by a single point!

Top five in the opening 250 GP of 1980 at

REIGNING RUSSIAN TROPHÉE DES CHAMPION KAVINOV ENJOYS HIS FINAL KTM FLING AT MAGGIORE IN 1980



Sabadell, Vladimir Kavinov crowned his own prolonged and impressive career with an eighth grand prix victory in 12 seasons – winning back home where it all began in 1969, this time in Kishinev! But the Russians were back on the bikes they began with. CZs were no longer the competitive equipment of the early seventies and despite the odd good moto Kavinov and Moiseev – once rulers of the world – could finish only 12th and 17th that year and dropped outside the top 30 in '81 and '82.

That should have been the end of their illustrious story but Gennady still loved racing and appeared alone at the 1983 French 250 GP in a beat-up van containing a dreadful Russian motorcycle called the Voskhod which he worked on himself. That year grand prix qualifying was introduced and he sadly failed to make the cut but stayed, a keen spectator. Finally, he turned up for Rick Doughty's 'Vintage Iron Invitational' – a support class at Glen Helen's 1990 US 500 GP in California. Aged 42, riding a 1973 CZ, he finished fifth ahead of American legends Kent Howerton and Marty Smith!





Buxton Hitman Adam Allott leads Sutty and a pair of pirates – that's number #4 arr Paul Harrison and #13 arr Gary Inman

CRASH COURSES

WHILE YOU CAN TEACH AN OLD DAWG NEW TRICKS
YOU CAN'T ALWAYS BREAK ITS ANCIENT 'ABITS...

Words by Sutty Photos by Nuno Laranjeira and Steven Baldock



Okey, so I left you last month midway through a four-week peek at four very different types of racing – I'd done the short track and the hill climb so the TT and the half mile were just around the corner. While you might think that three of those disciplines are exactly the same – I'm talkin' about the flat track ones – the truth is they couldn't actually be any more different as I was about to find out.

Still suffering with an achy back after my rather spectacular Leicester short track get off I only decided to head to Kings Lynn for the TT – Track and Trail – at the very last minute which meant the bike was still in hill climb mode when I got there after the five-hour journey. But after removing the front brake assembly and disc, refitting my lanyard operated killswitch and letting some of the pressure outta my tyres I was good to go. Being super-late after getting snarled up on the A1, I squeezed the heavily-modded RMX450Z

into a vacated corner of the pits and went to check out the track.

Based within a speedway oval the TT course was half shale and half Tarmac – so more like supermoto than I was expecting. And there weren't any sweeping speedway bends either so although the setting was similar to Leicester the racing wasn't going to be. The basic set-up was this – a short start straight took you into a tight left/right that you could just about square off if you got right, followed by a small jump and sweeping left that tightened up. After that it was on to the Tarmac before a short straight took us to a sweeping right that had a dirt whoop right after it. That led into a 180 degree left-hander which took us back to where we started. It sounds kinda lame and on first glance looked kinda lame n' all but if there's one thing I've learnt about Boastie and the Short Track UK team is that they know what works and this small circuit was a real pleasure to ride and race. >>



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Practice went pretty well for me, I was a little worried how my lowered suspension would handle over the jump but that was fine and the rest of the track was a ton of fun to ride too especially since the transitions from the shale to Tarmac were super slippery and the lack of a front brake meant backing 'er in was the only way to make the turns. While some riders chose to run a steel shoe I decided not to – mostly because I didn't wanna slip off the peg on the landing from the jumps.

With practice done and dusted the track was watered heavily before racing began. Unfortunately for me I was in heat one which meant I'd have the track at its worst, luckily for me it was the race I'd been programmed to start from the front row – thanks Jackie!

Using my patented concrete-start seating position – which always used to work at Hawkstone Park a reet treat – the RMX and I rocketed off the super-slippery but rock-hard startline to a huge holeshot and from there I tried to gap the field as best I could while attempting to stay upright. After initially getting away three laps or so later young gun Tim Neave had reeled me back in and on the long left hander before the second transition to Tarmac he tried a move up the inside but I kept it as tight as I could so Tim had no room to squeeze by. I may have actually squeezed him off a little too tight because the next thing I know one of the plastic track markers comes shooting past my front wheel into the centre of the track as the frighteningly fast 15-year-old Suzuki star whacked it out of the way with his front wheel.

Whether running into the barriers just slowed him or scared him I do not know but that small skirmish gave me a two-lap breather before he tried another move – this time on the outside – in the final turn. It was super slippery, we locked bars and I washed out and lowsided while trying to keep my advantage on the inside. By the time I'd got up I'd lost another three places as well as the one to Tim but a fifth was still a good start to the night.

Returning to the pits there was a strong smell of antifreeze coming from the RMX and I initially thought nothing of it, thinking in the heat of the battle I'd boiled 'er up but after finishing fifth again in heat two it was obvious something more sinister was wrong as I had some of the sweet-smelling steamy stuff on my leg and a nice puddle was forming underneath the bike – d'oh! It turns out that at some point during heat one something had contacted the radiator hard enough from the bottom to bend and twist it as well as tearing the header tank away from the core. Aye carumba! Still, with short heats and minimal coolant loss – maybe only 50mls per race – I wasn't too worried although the depressurised system would allow the coolant to boil at a lower temperature normal.

Anyhoo, my third heat of the night was probably my best. Stacked out with tough competition this heat was as hard as a Main Event and after getting through the first turn carnage in third from a second row start I plugged away all race, swapped positions, rubbed plastics and traded rubber to eventually finish seventh at the back of a very talented flat track freight train that included Richard Mason, the Boastinator, Daz Trapmore, Ben Baker, Alan Birtwistle and Tim Greig – all riders who've been right on it this year. I was pumped – who'd a thunk a seventh could be so satisfying?

With it being quite a mixed up night the qualifying order for the semis was as twisted as my left rad and I was on the outside of row two in semi one. It's normally pretty easy to predict who'll qualify from each semi and in mine I had six guys who I'd normally expect to soundly kick my ass. The Team Suzuki stable, Glyn Pocklington and the Team Arrow Engineering boys – 'magic' Mason, David Haith and multi



Teen terror Tim Neave



Givin' it beans...



With conditions so wet yanking the holey is critical



Geoff Cain's Rotax throws down some serious power



Sidecar GP winner Derek Brindley – too so I was pretty confident I was headed to the LCQ just like in Leicester.

But another great drive from the line and an awesomely wild first and then second corner, put me into a transfer position – all I had to do was keep 'er lit to the finish. Unfortunately that proved to be a bridge too far as for some reason I found myself getting slower and slower as soon as I lost the tow from the front guys. By the time Haith had blown by me like I was stood still I was sixth and headed to the LCQ. Dagnamit.

The bonus with coming sixth in the first semi meant I had the inside gate for the Last Chance and just like at Leicester another former CCM factory rider Richard May was lined up just to my outside. I've been racing Richard for way too many years now – we were members of the same AMCA club when I first moved up to the adults – and when the tapes went up for the four-lap dash the now even older fecker got the drive and pinched me off into turn one which meant we headed up the second straight and over the jump in first and second. Biddy's flawless style hasn't changed much over the years and chasing him on a flat track bike in Kings Lynn wasn't a whole heap different to

racing him on CR250s around Warmingham Lane something like 18 years ago. "Yeah! Macc and East Cheshire club 1-2" I laughed inside my Shoei as we headed up the back straight in close formation – whoa, talk about a wild nostalgia ride!

Anyway, my crappy radiator finally blew its load all over my leg at about the same time as I outbraked myself on the right-hander so I called it a night. Even though I'd come close to qualifying for the Main I wasn't too disappointed not to – I'd had an enjoyable evening of racing, Biddy had won the LCQ to make his first Main of the year and I also got to watch the final which is always a real treat!

After a restart due to first turn carnage, Tom Woolley riding the Pidcock's Honda – which you can actually buy an exact replica of ready for flat track use right from their showroom floor – powered his way to a fine victory in the points payer ahead of Helmets4U's Ben Baker, Richard Mason and Boastie who came through the pack to snatch fourth. Meanwhile HM Plant Honda's Ade Collins did enough to hold on to his massive series lead although he did almost brain himself over the jump in the process. Good times!

What wasn't good times was the fact that >>

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Sutty successfully reverse passes every one of these riders before the end of the heat – skills!



Ade Collins misses the entrance to South Fork but picks up £500 in the process



The sun sets over the Kings Lynn TT as Alan Birtwistle flies by

I had a broken radiator and only a week until the next race. No biggy you might think but standing between me and the half-mile at Tir Prince was a DBR deadline week which normally means a string of 16-hour plus days and no time to swing a cat let alone fix a broken dirt bike. Luckily, super salesman Marcus came to the rescue and took my twisted and leaking radiator to his mate Egg y Asbo Exhausts ([asboexhausts.co.uk](http://www.asboexhausts.co.uk)) who patched it up and leak tested it n' all – good work that man!

The rad repair, an air filter service and quick front-to-back bolt check ala Godfrey J was all the attention the RMX got before being slung in the van and taken to Rhyl which is fine because it's a hardy beast. With the super-fast half-mile ahead I'd been thinking about gearing all week and during this time made a massive discovery – my name is Anthony Sutton and I am a huge dumbass! Here's why...

While prepping the RMX450Z for the Tough One I somehow made a massive miscalculation regarding the gearing. The master plan was to run a smaller back sprocket to lessen the chances of it bouncing off a Back Cowm rock and breaking. Since the stock RMX gearing is 13/51 a move to 12/47 would have been about right. Except I didn't go 12/47 did I? I didn't think it through properly and selected 14/47 sprockets instead which meant the RMX was massively overgeared and probably explains why Martin killed the clutch and DNFed the T1 within an hour. Oopsy!

Anyhoo, with the RMX's super-high third, fourth and fifth gears – when compared to your average motocross bike – and my own super-high final drive combo I now knew that I wasn't going to be sitting on the rev-limiter in fifth gear around the half-mile oval which was actually a bit of a relief. As it turns out I was in between third and fourth gears for most of the time – third into and around the corners before snatching fourth for the straight bits.

A hastily fitted digital speedo let me know that my maximum speed was in the region of 80mph but the tall gearing was taking an age to get there so between practice and heat one I fitted a smaller front sprocket to gear down and improve acceleration while most people were looking for more speed out of their machines! Losing that tooth on the front meant I was able to pull fourth the whole way around the track and although I'd have benefitted from gearing even lower to help the RMX even more I was out of suitable sprockets and besides did I actually want to go much faster?

Although the half-mile Tir Prince raceway looked oh-so smooth and hugely wide while walking around it when you're averaging over 60mph the bumps seem way bigger and the fences way closer than you'd like them to be – it was a real eye opener for sure and probably the least comfortable I've felt on a dirt bike in about 20 years of riding even though it was a whole heap of fun too, go figure.

The fast guys were going ridiculously fast and were really smooth with it, I reckon most of that's down to experience, confidence and cojones as well as good bike set-up – at the moment I feel like I'm missing all five. Although the bike is close to being right it still needs to be a wee bit lower and a fair bit stiffer too – because I am such a fatty innit. But, seriously, lower always helps with turning and stiffer'll stop the rear end squatting so much under acceleration giving me a more balanced ride around the corners which should in turn give me more confidence.

Anyhoo, back to the racing... I got a shocking start in heat one – I would love to blame the change in gearing but I think I just missed the drop – and had a pretty good battle with Co-Built's Geoff Cain on the 600cc Rotax for most of the race beating him across the line by next to nowt. My second heat was pretty similar, an okay start but nothing to write home about followed by four laps of flat-out fun resulting in a

sixth place finish. A heavy downpour for heat three made things a bit sketchy but a steady ride to seventh put me in the semis once more.

With the Mayor of Rhyl drawing our positions for the semi-final I was pretty pleased when he put me fourth from the inside – right on the sweet spot grip-wise. But another so-so start left me midpack and after that I struggled to make much happen, eventually crossing the line neck and neck with Aprilia-mounted speedway star Adam Allott. And that's when things got wild...

Because the finish line was quite deep into the corner and I was so fixated on finishing seventh instead of eighth in the semi – yeah, I'm not sure why either seeing as though only the top five went to the main – I found myself headed into the corner way faster than I wanted to be and way inside where I needed to be too. Silly me.

It soon became obvious that I was about to run out of brakes and space which meant I was gonna hit the bales that were there to protect the four-inch thick wooden fence posts from out of control dirt bikers – or vice versa, I'm not sure. Anyway, the RMX slammed me into the bales pretty hard before I bounced back on to the shale, lime, sand and horse p**s mix I'd been racing on seconds previous.

At this point I'd like to tell you I got straight back up, dusted myself off and then went out and won the LCQ. After that I wheeled my way to the £500 winner-takes-all prize fund in the Main Event while enjoying one of Mr Whippy's finest. However, that wouldn't be the truth and I was done – like properly done. I seriously thought I'd broken my ankle – which I hadn't – and at the same time my back and hips felt like I'd been ridden senseless for hours by a steam roller before being spat out on to a shale, lime, sand and horse p**s mix. Bad times. Whatever, my night was done but I wasn't too disappointed because it meant I got to watch the final which as you already know is always a real treat...



TOUGH ROOKIES!

WITH LAST MONTH'S ISDE IN FINLAND THE HARDEST SIX DAYS
FOR MANY YEARS, BRITAIN'S JUNIOR TROPHY TEAM RIDE
OUT OF THEIR SKINS TO CLAIM A HARD-FOUGHT PODIUM
FINISH AT THEIR FIRST ATTEMPT...

Words and photos by **Jonty Edmunds**

To finish third on an international debut is without question a result any rider or team can be extremely pleased with. But when the event in question is the toughest enduro on the planet – the FIM International Six Days Enduro – that result suddenly becomes all the more noteworthy.

Together Jack Rowland, Alex Rockwell, Jonny Walker and Danny McCanney joined France and Sweden on the podium of the World Junior Trophy category at the 86th running of the gruelling ISDE. Despite their complete lack

of six days experience all four riders gave their all to deliver a result they – and the British enduro scene – can rightly be extremely proud of.

It certainly wasn't an easy week for any of them – there's rarely such a thing as an easy six days. Battling against dire Finnish weather, mechanical problems, bad luck, alien terrain and injury, three of the four-rider squad managed to go the distance to collectively stand alongside France and Sweden as one of the world's strongest Junior Trophy teams. >>

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IN THEIR OWN WORDS...

DANNY MCCANNAY

"It was disappointing having so many problems because I knew that I was riding well and that together with the other riders we had a strong team. From speaking to other riders it seems that you can have a good six days where everything goes well and you ride well. Or you can have a difficult time which I certainly did."

"It really taught me the importance of looking after your bike. There's much more to the event than simply going fast – you really have to make sure your bike's in the best condition it can be which isn't easy."



Young Manxman Danny McCanney has a tough time in Finland but grits his teeth and gets the job done

For Jack, drafted into the side at the 11th hour, the opportunity to represent his country came less than a year into his first season of enduro competition. The youngest member of the squad by some way, the task of completing what turned out to be an extremely difficult event was always going to be a tough one but it was a challenge the youngster was more than up for.

Competing as the team's lone Enduro 1 class competitor aboard his 250F Husqvarna, Jack took to the start ready for the challenge yet not really knowing what to expect. Disappointingly, after two tough days of competition Jack's event ended on day three. But before going out Jack showed exactly why he was selected to compete alongside Alex, Jonny and Danny.

Finishing the first day in 20th in E1 – a result made all the more impressive by the fact that Britain's vastly experienced ISDE campaigner

Paul Edmondson finished just six places ahead of him – Jack delivered yet more impressive special test times on day two. Frustratingly, mechanical problems robbed him of his opportunity to shine and the following day he was out of the competition.

Luckily for the team, Jack's DNF wasn't the end of their medal hunt. With the three best scores counting towards the team result each day it simply meant that the squad couldn't afford any further setbacks.

But before Jack's early demise from the competition drama had already struck the British junior effort. McCanney – the rider many saw as being most likely to deliver a stand-out individual performance thanks to impressive rides in both home and European Enduro Championship events – came close to exiting the event on the very first day.

Crashing off a small bridge while travelling through Finnish forestry, Danny's bike disappeared into a river. Submerged with only the rear wheel visible, the Manxman's day one aquatic antics were frustratingly just the start of what would be a mechanically challenging week.

"It was a good week and I enjoyed it as much as I could," explains Danny, "but obviously it would have been better without the problems. I spun off a bridge in the middle of one of the time controls which lost me 25 minutes on the first day. My front wheel was completely hidden in the clay at the bottom of the small river – I had to kind of dig it out, push it up a small hill and then turn it upside down and kick all the water out of it."

"Then I had to change a rear shock, had some problems with my foot pegs and had a stone go through one of my radiators. With >>



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Hot on the heels of his Ezrberg podium, Jonny Walker does it again in Finland as part of the Junior Trophy team



the bike covered in mud it took a while to find the problem and by then the motor had been getting pretty hot. It cooked the cylinder head 'o' rings so I had to take things easy then. It seemed to be one thing after another."

To say that Danny spent the whole week fire fighting is no exaggeration. Running into trouble so early in the event and carrying out virtually non-stop maintenance to his bike meant that only on two occasions did we get to see what might have been from the Gas Gas rider. On day three he finished 10th in class before ending the week in style with an impressive fourth in his final day Enduro 3 class motocross race.

Although not getting anywhere near the result he was capable of in Finland, the fact that Danny got to the finish is a credit to himself and those that helped him during the event. So with the event over what is Danny's lasting memory of

the six days?

"Because of the problems I had the event felt harder than it was, especially the first few days. But that's the six days. All riders spent a lot of time working on their bikes, changing brake pads, that kind of thing. But I seemed to be thinking about my bike all the week. I wasn't really able to focus on racing like Alex and Jonny were."

Accepting of the fact that during the six days things don't always go the way you plan them, Danny knows he'll have many more chances to shine at the ISDE – possibly as early as next year in Germany.

"Germany should be good for us, I think the conditions will suit us better than here in Finland. I think we've all learned a lot about what's needed to do well in the six days and I really think that next year, knowing what to expect,

we can do well. I'd say France will be favourites again but I think we can perform better as a team."

In near complete contrast to the fortunes endured by Jack and Danny, two members of the British World Junior Trophy team made it to the end of this year's ISDE with next to no problems at all – Alex Rockwell and Jonny Walker.

With Jonny paired with McCanney in the Enduro 3 class, for Rockwell competing in the Enduro 2 category aboard his Husaberg meant racing alongside a long list of experienced world championship competitors including eventual class winner Kurt Caselli and Spain's Cristobal Guerrero.

What Rocky didn't do, wisely, was try and hit the ground running. With the opening two days of the event easily the toughest due to heavy rain and special tests even the Finns found >>

IN THEIR OWN WORDS...

JONNY WALKER

"Looking back there was no need to be as nervous as I was about competing against the bigger named riders, I just didn't know what to expect. Once I started to relax and stopped trying to ride faster than I could I started to ride better and better. I guess with a big event like the six days it takes a while to find your feet."

"The biggest thing I learned was to slow down to go faster. By pushing too hard I was crashing a lot during the first half of the week, after that I eased off a bit and started going faster."



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difficult, Rocky eased himself into the competition and finished the first day just outside the top 30 of the E2 class.

From there a jump of some 13 places saw him end day two in 20th, a performance he repeated on day three. With the first half of the week completed Rocky then stepped up a gear and in placing 14-13-14 over the final three days earned a well-deserved 13th in the E2 class. So he finished with a gold medal – and a broken finger for good measure.

"It's been a really, really difficult week but I've definitely enjoyed it. I could have done without getting buried in the first corner of my motocross race but that's racing. Apart from that I've had a great week."

Before the final motocross race Rocky was enjoying a trouble-free week. Other than routine maintenance he kept himself out of trouble which was anything but easy considering the

severity of some of the special tests and the brutality of the weather.

"I love riding in sand – I've been doing it all my life – but some sections of the tests were seriously difficult. The forests in Finland are nothing like back home, the rocks are never ending and together with the sand and tree roots you have to be so cautious."

With the tests becoming a little less brutal during the second half of the week Rocky was able to move up a gear and show his true form. Following two great days on Thursday and Friday he arrived at the final motocross in great shape, full of confidence and looking to put a positive end on a great week.

In front of factory riders from just about all manufacturers Rocky lead the main E2 final moto as they charged into the first turn. What followed was a mass of bodies and bikes with Rocky at the bottom. Bumped slightly off line as

he was about to tip his 'berg into the sandy right-hander, Rocky went down hard breaking a finger and ruining his hopes of battling it out at the front of the race.

Last but by no means least of the four British junior riders to complete this year's ISDE was Jonny Walker. Showing at Erzberg earlier in the year that his lack of experience means little when it comes to delivering impressive results, in Finland as in Austria Jonny produced the highest individual class result of all British competitors and finished an impressive fourth in the Enduro 3 class.

Openly admitting to being "chuffed to bits" with his result – and rightly so – Jonny, like Rocky, completed the six days of competition with few problems. With the fitting of tyres and brake pads the only things keeping him busy at the start and finish of each day, Jonny stayed focused on doing the best he could.

>>

Jack Rowland starts well but DNFs on day three with mechanical problems



IN THEIR OWN WORDS...

JACK ROWLAND

"I knew it would be tough but I really enjoyed what I did. The six days is an awesome event, unlike any British or European race I've done. I don't think anything can prepare you for the six days other than riding the six days. It's really disappointing not to finish but I wasn't alone and I learned a hell of a lot."

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IN THEIR OWN WORDS...

ALEX ROCKWELL

"All of the second half of the week went well for me. Days four and day five were really good with some great tests. I was really looking forward to the final motocross race. It wasn't the way I wanted the event to end but I almost got the holeshot. I knew I'd hurt my finger but once I started racing the adrenalin took over. It was a definitely a tough week but I really enjoyed it."



Not even a broken finger can put a damper on the six days for Alex Rockwell

"I didn't know what to expect in Finland," admits Jonny. "I rode the Scottish once but it rained all week, even snowed one day. The ISDE is nothing like the Scottish. I was worried my hands would fall to bits with the terrain being so rough. Other than that I didn't know what to expect. I was a bit nervous being in among a lot of the big-named riders. I was expecting to get smoked which I did on the first day because I tried too hard but after that everything went well."

Trying a little too hard, Jonny finished day one 13th – certainly not a disappointing result. Improving to 10th on day two, Jonny started to worry less about the riders he was competing against and worked his way firstly into the top 10 before then cracking the top five.

"My best day was the fifth day. I think I was 13th overall and finished fourth in the Enduro 3

class. That surprised me if I'm honest. But I think the reason I got better and better as the week went on is because I was starting to enjoy myself more and more. The event starts getting really tough about day four. All you do then is get up, race, get a shower, eat and then go to bed."

Entering the final day motocross race well poised for a solid result, Jonny rounded the first turn among some of the fastest E3 class riders in the world. Staying ahead of eventual E3 class winner Marko Tarkkala for several laps, Jonny showed that whether it's an extreme enduro or the six days he's certainly not worried about ruffling the feathers of more established riders.

"The final motocross race was the hardest part of the event," admits Jonny. "I just didn't realise how knackered I'd be. Although it was only a short race the pace was full-on. Getting a good start meant that I was right at the front."

Eventually placing fifth after getting past British team-mate McCanney on the final lap, Jonny finished fourth overall in the Enduro 3 class behind Tarkkala, four-time world champ Ivan Cervantes and former EWC competitor Valtteri Salonen from Finland. But it's the British Junior Trophy team result of third that Jonny's most pleased with.

"I think third is a pretty good result considering everything that happened during the week. It's a bit disappointing that we weren't able to be quite as competitive as we could have been but we all learned a lot so hopefully things will be better in the years to come."

"I definitely want to do more six days and try and get a better team and individual result. We might have been able to get second behind France but third's a great result for the team's first six days. Roll on Germany next year."



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HARD AS NAILS!

UNCOMPROMISING, DETERMINED AND WITH A NEVER-SAY-DIE ATTITUDE – BRAD ANDERSON IS THE PEOPLE'S CHAMP WITH THE BULLDOG SPIRIT...

Words by Jeff Perrett Photos by Sutty

They say that when the going gets tough the tough get going and if there was ever a British rider that epitomised that cliché it's the people's champion Brad Anderson.

With British MX1 champion Ando what you see is exactly what you get. It's no real surprise he has a British bulldog as a loyal companion and no more of a surprise that he named him 'Rocky'. The classic Sylvester Stallone boxing films are a real motivation for the 30-year-old slugger from the North East, probably due to the fact that they mirror his personality so acutely.

No question, Ando is a working class hero. He's honest, extremely hard working and respectful. He pushes himself to his limits knowing that in life there's nothing more rewarding than self-gratification and when all's said and done you get what you give.

Ando has had a stellar 2011 so far, regaining his British MX title, romping away with the Red Bull Pro Nationals and once again getting the call-up to represent his country at the Motocross des Nations. We all know he gives it everything and is one of the most committed motocross racers you'll ever see but one thing I've never really got round to asking Ando is how he felt when he lost his British championship to Evgeny Bobryshev in 2010. A title he fought so hard down the years to get his hands on.

"It's never nice losing," he says with a tone of voice that clearly tells me he isn't overly fond of talking about defeat, let alone experiencing it. "I'd done my research for when Bobby come over but obviously didn't do it well enough. I thought he'd be good in the sand but I under-estimated him for sure – he's a tough competitor and I admire him for that."

"After the first Maxxis round we had a bit of tussle and I pushed him out of the way and Neil [Prince – who was Bobby's Team Manager at the time and is now Ando's] said that he came back to him after that race and said 'f**king hell, this bloke is a madman' so I guess he realised right away that I always want to win! Neil told him straight I'll do anything to win so from there Bobby knew what he was up against and to be fair to him he worked me out pretty quickly."

"Bobby's a high-gearred, smooth kind of rider whereas I'm a revver! He found that little bit more momentum around the track to get by me and he was hard to catch if he got a good start. It was good racing against him because although he beat me I learned from that and maybe even learned a bit from him too."

"It was a tough year. When you lose a lot of points early on you try even harder to catch up and then you're prone to pushing and making mistakes and you fall further behind so it's frustrating. Bobby got hurt and I thought that could've been my chance but fair play to

him he came to Silverstone carrying an injury and still rode mega there and I think that's where he really won the championship."

By his answer to my very first question you get a good gauge of Ando's personality and what the man is all about. He really is hard but fair and it's tough not to like the bloke. I certainly think so anyway – anyone who wears their heart on their sleeve and is honest to themselves while respectful of others gets my vote.

When I move our chat forward by asking if he struggled to handle the pressure of being a British motocross champion for the first time I get another honest answer with no lame, bullsh*t excuses.

"Maybe I felt more pressure because I had the #1 plate instead of the #60 and I thought I should be winning, which if you look at it now and where Bobby is he's not an easy man to beat. He's young, hungry and fast and as I said I respect him and his desire to do well. I'm going to stick with the #60 for next year – it's not superstition or anything like that, I just know I'll feel more comfortable with it."

"My aim was to win the British championship back this year, no matter what. I really don't like losing and I was really focused to get the job done. I was over last year pretty quickly and it's never a nice feeling when you know deep down it's not going to plan no matter how hard you try. But you've got to keep digging deep to

Minus goggles but still charging in his British GP qualifier





Wrapping up his second British MX1 title at Duns



Ando soars out of the valley at Foxhill

turn it around, sometimes that doesn't happen over a season though and it takes a little longer.

"The whole PAR team were determined to win the title back and it worked out really well for us with Neil joining the team. To be fair though I think even if that hadn't happened and Bobby was still racing in the UK with Neil I would've given him more of a battle than I did then.

"On top of that I've grown up another year – I know I'm 30 now but you never stop learning about yourself, especially in a sport as brutal as this. I actually think about sometimes settling for less than race wins now and think about the championship points rather than always going for the win and pushing it too far. Don't get me wrong, I'm never fully content unless I win every race but at the end of the day championships are what matter. They go down in history, race wins don't – unless they're something special!"

Right there is a man talking from first-hand experience. There are constant tests in life and more often than not it's not just about if you pass or fail them, it's also about how you learn from them. It's been a long road getting to the top for Ando and it's equally as hard – if not harder – trying to stay there. Ando has had his doubts and insecurities like the rest of us but like Rocky in the films that inspire Ando he's dug deep and his desire and self-belief have won the battle within.

Now the dominant force in domestic MX, it's hard to believe there was a time when he was seriously considering calling it a day...

"Yeah there was a time a good few years ago when I started to tell myself that I wasn't going to make it but I dug deep and got my head around that. I was younger then and told myself I still had time and stuck with it. I certainly had my ups and downs and at one stage I was certainly down on the track more than I was upright on it.

"Injuries are such a huge part of the sport. You know what it's like – motocross riders have just got to tough it out and get on with it, it's what we do and probably why we all love doing it but they take their toll. So many things have to click into place in motocross for things to start getting on a roll – the right team, the right bike, the right people to have around you and sometimes it takes a little while for it all to come together.

"I think the turning point for me was when I was on Suzuki Swift. At the time it was probably the wrong move for me and it was a really tough, tough year but in the long run it done me good because I learned so much from that about myself, about what I wanted out of racing. It gave me real motivation to prove to myself that I was good enough, let alone anyone else. I switched to PAR Honda, jumped on the bike, loved it

straight away, was happy and ready to win races and that's what I started doing.

"Like I said, when it all clicks into place it's a good feeling. Since signing for Paul [Rowlands – PAR Honda owner] I've enjoyed racing more, I think about what I'm doing a lot more, I prepare right and I think it's gone well. It was just that setback in 2010 when I maybe felt the pressure of trying to keep hold of the championship and coming up against Bobby who was riding really strong. I definitely pushed too hard to win it again and made too many mistakes.

"This year has been really good though and I'm looking forward to defending my title next year knowing what I learned from last time. I'd like another foreign rider to come over like Bobby to make it stiffer competition and keep me and everyone on our toes. I'd get the recognition of winning one of the strongest championships in Europe if I did it again."

That whole turning a negative into a positive thing seems to ring true for Ando as he makes reference to his time with Suzuki Swift, the huge team founded by the Banks family that seemed to pop up from nowhere and then go as quickly as it appeared.

"The Swift deal looked fantastic but it just didn't happen like it should've – not just for me but for the whole team I guess. The people around me were good but it was Elliott's [Banks-Browne] family who >>



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AMERICAN DREAM!

ANDO'S COLORADO CONQUEST

"Last year in America was brilliant for me after the disappointment before. There was a bit of hoo-hah about who was going to be on the team but I got the shout at the last minute which was great but hard work because we had to get everything ready in a hurry. But it was fantastic because it was America and everyone wants to ride there at least once.

"I loved the whole experience and I don't think I let anyone down. I didn't feel any added pressure representing my country. I think it's just because I know I give it everything each time I ride. I just wanted to go out there and enjoy it and do well in America because everyone thinks America is the place to be. Everyone was saying 'this altitude, this altitude' [at the 2010 MXdN was high up in Colorado] but I didn't think about it too much, I just got on my bike and rode it. I certainly wasn't going to start worrying about something I couldn't change.

"People weren't sure where I'd come because I don't ride in the GPs but I gave it absolutely everything and rode well. I didn't get the best of starts in either race but that's about the only real negative from it. I got fourth overall in MX3 and I was pleased with that. Jake [Nicholls] and Dean [Wilson] both rode great too and we only just missed out on a podium so hopefully we can go at least one place better in France."

ran and owned the team and maybe the pressures on the whole family with all the effort going in affected it all. I think if I had someone like Neil around then it could've have been different.

"It was a tough and disappointing year and I couldn't wait for it to end if I'm honest. That should've been the year I shone and showed people I was good enough to race GPs but it didn't work out that way and I think that's why a lot of GP teams haven't come in for me since. They saw me riding around in 16th, 17th positions and worse and thought 'well, he hasn't got it'."

Of course, we all know that he does have it and with a proper run at GPs now he could do some damage. A fifth overall at the British GP proved the point and also showed how much Ando is underestimated as a rider as much as a racer. On a technical track with some pretty serious jumps he more than held his own against what is arguably the strongest field in depth in world motocross. With the clock ticking on his career I couldn't help but ask him if he feels he should have one last throw of the dice on the GP snakes and ladders board.

"Well to be honest I'm 30 and not getting any younger and at the British GP I rode pretty hard. I'm used to one day of racing now and GPs are two days of solid racing so it's not easier the older you get in that respect. Sunday night I was driving home, which is a long way, feeling pretty tired and thinking 'I've just finished fifth in the world today, laid it all on the line and what exactly am I getting it out of it?' I was aching a lot on Monday with my knees and stuff but got nothing out of it other than pride. Which is good but I can do that

and have the same feeling racing in the UK and put money in my pocket to pay the bills. Why even try and do wild card rides? It's senseless really.

"If I was 20 then maybe it would be different but I'm not. I raced the British GP to show the fans that support me that I've got the speed to race GPs and, of course, it helps for the des Nations."

It's that kind of brutal honesty that endears Ando to the fans and has made him increasingly popular over the past few years. Another endearing trait is his modesty. He's kept his feet planted firmly on the ground and hasn't got big-headed or cocky with his championship wins and growing popularity. For the best part he keeps himself to himself with a close inner circle of family and friends and his wife Hayley who's been at his side for as long as I can remember. But even so, as modest as he may be, surely he must love the adulation?

"Yeah, I'm not going to lie, it's nice to know you have loyal supporters and they definitely inspire me to go faster and try harder, especially when I need them most. I think a lot of fans – especially British fans – just like to see a rider giving 110 per cent. I honestly think some fans would like it more if I came off at the start to see me try and rip through the pack because I'm a mad man when that happens!"

"I'll always give it 110 per cent if the race win is on but now I'm 30, as I said, I think more and I think I'm at my peak now. I've always been so determined but when I was younger I was too reckless. Now I feel strong both mentally and physically so hopefully I can carry that on for a few years. I don't feel 30 – look, I've still

got bum fluff! Also, I just think the 450 is a better bike for my style – shame they weren't around when I was younger really."

Right now Ando is getting ready for his second Motocross des Nations and as you can imagine he's very proud of that. So I wrap up our little chat before he rolls out onto the famous Hawkstone circuit at the Red Bull Pro Nationals with an obvious question I already know the answer to but have to ask anyway. So Brad, you must be really pumped to have made the British Nations team again?

"Yeah, it's something I always wanted to do and I'd like to think every motocross rider dreams of. The first year I got picked in 2009 was a brilliant feeling but then I broke my thumb a couple of weeks before and I was absolutely gutted, heartbroken really because it was a dream for me, something I always wanted to do. So with that in mind I won't get too excited right now, hopefully I'll remain fit and enjoy the experience when I get there."

"I'm the third rider on the team and there for back up. I think with Tommy [Searle] and Dean [Wilson] we have a chance at pushing for class wins so hopefully I can back them up, we all ride well and bond as a team – which I'm sure we will – and really give the British fans something to shout about down there. Everyone wants to ride for their country and I'm getting the shout so hopefully I won't do anything stupid – touch wood [he taps his head] – and we'll do the business."

Reassuring words from our British MX1 champion I reckon because when he talks about doing the business he means business and more often than not he gets the job done.



Geoff gets his sag set – it's normally just hanging over his waistband

GOLDRUSH!

OUR TIP-TOP TECH SAMPLES THE LATEST PRODUCTION GOODIES FROM SWEDISH SUSPENSION LEGENDS OHLINS...

Words and photos by Godfrey Walker

For 2012 the Swedish giants of suspension and all things twinkly and gold – that's Ohlins – are going after your hard-earned moolah in exchange for providing you with a smooth-handling dirt bike with a touch of the exotic.

The new 2012 TTX forks and shock are aimed at making your weekends a pleasure by looking after your every handling need. But can this aftermarket, golden glory of hydraulic movement really improve your ride significantly? Team DBR went along for an exclusive test of the 2012 units over two solid days on two completely different tracks to see if this would be fact or fiction...

DAY ONE – CUSSES GORSE

Jumps, lumps and a perfect track greeted me on the Monday after the British GP and I was keen to catch up with Ohlins technical wizard and old friend Terje Hansen as well as the rest of the Ohlins crew and the Bike It Cosworth Wild Wolf Yamaha team. My ride for the test was a 2011 CRF250 so all in the world was great. This little ripper is a sweet handling ride in stock trim so the Ohlins team would have to bring something special to the party!

Terje went through the tech spec of the forks and shock explaining the all-new production front forks for next year and the idea behind the company's renewed push in off-road. This is the first fully production front fork which is available for all customers and features some very cool features.

First of all there's the look. Now I'm not that keen on gold from a personal point of view but it has to be said the units are following tradition and if you are going to go all aftermarket on your dirt ripper you may as well make a statement! The forks are twin chamber – this basically means there's a closed unit

inside the fork which is sealed and gas-charged for optimum feel and damping at all times, even during long GP motos in the hands of new Brit champ Arnaud Tonus and the rest of the supported pros.

The shock is also engineered to the highest Swedish spec to produce great damping control through its high and low-speed compression cycles as well as the rebound cycle damping.

Ohlins are hitting the off-road market with increased vigour again as they maybe took their eye off the ball a little with all the MotoGP and road bike and race work they've been involved in over the past few years. We all know Ohlins as an off-road brand from their early work on twin-shocks and it seems it's time for the Swedes to up their efforts again.

After a few steady laps on the CRF I had a good feel for what the bike was doing on every part of the track. The suspension was too soft for me but I would factor this into the test when using the 2012 Ohlins. I was pretty excited as 'Happy' Hammond fitted the CRF with its sparkly golden boingers and I couldn't wait to get back on track.

To say the jumps etc didn't really suit me would be an understatement after eight months out due to my arm nearly falling off but the parts of the track I chose to push on became a different animal with the Ohlins fitted.

At this point I would like to refer to the spring rating issue. Basically, if you get off a bike after riding it in an under-sprung state and get back on with the same units re-sprung you will instantly feel better. I had to use all my riding and testing experience to feel the action, damping and balance of the units, getting feedback by trying different lines, positions and generally getting out of shape.

I have to say on the smooth track it was quite difficult to feel for great action and feedback from the



Attention to detail is amazing even down to the axle clamp

suspension but the balance was great from the off. I made a couple of adjustments to the front fork to slow the action down to ease the 'pop' I felt on exit jumps and rollers but left the shock alone on day one.

DAY TWO – RUSHMEAD RACE PARC

The second day's testing was conducted at DBR test HQ Rushmead Race Parc – aka Marshfield, aka Tommy Crunchville – and the conditions were great for suspension testing.

Tonus was out to test the 2012 Ohlins on a 450 and he was killing the laps and getting great feedback from the units on the tough hillside track. I instantly got the feel for the CRF and the units in a completely different light to the day before.

Every action of the units could be felt and every click I tested on the fork and shock came back with a positive reaction on every part of the track. I went slower in damping action, faster in damping action and both harder and softer, taking the units to the limits of the standard settings. The 2012 Ohlins gave me everything I expected and more in feel and rider feedback as they could be dialled in simply and effectively for the terrain.

So is the upgrade worth the investment? Well that, my friends, is up to you. If you've got the dosh – and as a guide you're looking at £2108 plus VAT for the CRF-suitable forks and £752 plus VAT for the shock – then great suspension will lower your lap times more effectively than a tuned motor and help you squeeze more enjoyment out of your day at the track.

One thing's for certain and that's I can't fault the great engineering...



Wakker and Terje make out





—NEXT BIG THINGS!

THERE WAS A TIME WHEN THE JUNIOR WORLD MOTOCROSS CHAMPIONSHIPS WERE BARELY MORE THAN A BLIP ON THE MX RADAR BUT THANKS TO THE ADDITION OF A 65cc CLASS AND GENUINE INTEREST FROM AMERICA THEY'VE BECOME A STAGE FOR THE STARS OF THE FUTURE...

Words by David Bulmer Photos by David Bulmer and Nuno Laranjeira



Ben Watson has a great weekend and helps the Brits to second overall

The month of August is probably the busiest time of the year if you're one of the world's top amateur riders. At the beginning of the month there's the amazing week-long Loretta Lynn's in America where over 1,000 riders compete in over 100 races, usually in brutally hot conditions. And following that is the Junior World Motocross Championships, held this year in the hills of Cingoli, Italy, where 200-plus riders from over 35 countries take to the race track with hopes of being crowned world champion.

As befitting a field of such quality, the racing certainly lives up to its world championship billing

with races and titles coming down to the very last corner of the very last lap. For some it's all about the individual effort as not all countries field riders in each class but for those countries that do have a complete line-up, team tactics sometimes take precedence over individual goals.

The 65 class is dominated by Jorge Prado Garcia from Spain. He works his way up from third in the first race but leads the second race from start to finish, looking comfortable in what are tricky conditions for the smaller bikes. Behind him is Brazilian Enzo Lopes who's flown over after Loretta Lynn's to compete. He never really

gets a chance to battle with Prado Garcia due to some bad starts but he's definitely flying. The last step on the podium goes to local boy Riccardo Lauretti as he runs 3-4 on the day. He's the only Italian rider who gets an individual podium and you can see he's bursting with pride.

From a podium consisting of Spain, Brazil and Italy in the 65s we move to one that features Latvia, America and France in the 85s – this is truly a global event. It's Pauls Jonass who takes the overall, winning moto one and then coming back to second in moto two. He needs that second place too because if he'd finished third American Chase Bell would've beaten his >>



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MIXED FORTUNES

LORETTA'S VERSUS CINGOLI

Spaced just a week apart, Loretta Lynn's and the Junior World Motocross Championships couldn't have provided two more totally different challenges for those riders who participated in both.

Loretta Lynn's is a brutally hot and humid week-long event set in rural Tennessee. The track itself is completely flat, relying on man-made obstacles to provide the challenge, usually incorporating a lot of sand into its moist and disced dirt. Its most famous feature is the '10 Commandments', a rhythm section that starts off as 10 jump faces landings that due to the variety of bikes that ride it eventually breaks down into something nearer 50 whoops or moguls.

And being able to adapt to the track conditions is vital because all capacities of bike run the exact same track – from 50s to 450s, five-year-olds to 55-year-olds. In all 22 classes ride each day so your race might have a well-groomed track to ride on or it might be right at the end of rotation with two foot ruts in every corner. It's all part of the challenge.

Cingoli, however, is set on the side of a mountain and is anything but disced. It's a gravel surface with a solid rock layer beneath. Supreme throttle control is needed to avoid sliding out and no-one rails any berms because there aren't any berms to rail. It's a real hard-pack track with lots of elevation changes and roost that can pierce the skin.

The build-up to Loretta's starts a couple of months prior to the first week in August when area qualifiers take place all over the country. If you make it through the area qualifier you race the regional qualifier and only if you make it through there do you start packing for Tennessee. It's a process that takes a long time but you know that if you make it you're one of the top 40 riders in your class in America.

The Junior World Motocross Championships is just a weekend event with riders picked by their federation to attend. Once there they have to have a top 40 lap time or come in the top two in the LCQ race. Racing is done all day Sunday with the overalls calculated following the usual two-moto format. This is one of the ways Loretta's differs with its three-race format where the lowest overall score wins.

To win either event is an amazing accomplishment but there were a few riders who took on the challenge of riding both of them – some with more success than others. Here's a quick look at how those riders did in both the events...

GABRIEL JAIRALA

Only Gabriel and Adam Cianciarulo came out of Loretta Lynn's having won both of their classes so hopes were high he could replicate Jake Pinhancos' 65cc title from 2010. Unfortunately, with starts proving a problem Gabriel had to battle for every position and a ninth and a 16th were all he could manage. He was strong coming through the pack though so he's certainly better than his results suggest but the change of continent definitely proved a challenge.

DEREK DRAKE

The other American 65 rider also struggled, having left Loretta's with a fifth and a fourth in the 65 Stock and Modified classes they run in America. A 22nd and an 11th are by no means a true representation of his speed but he'll have to adapt quicker to conditions if he wants to become dominant.

ENZO LOPES

This young Brazilian got second in the 65 stock class at Loretta's and that's exactly what he got at Cingoli. He actually rides the Brazilian championship back at home and took a couple of weeks off to ride these two events. As an accomplished traveller he had no problems adapting and although he couldn't match Prado Garcia he definitely enhanced his reputation even further with his 4-2 in Italy. >>



The 65cc pilots get out the gate

special feature



Latvian Pauls Jonass is top 85cc pilot



1-3 with a 3-1. Bell has a horrible start in race one and does well to climb as high as third before showing just how quick he is by checking out in race two. Thomas Do's 2-3 is good enough for the third step on the podium.

The 125 class produces the most exciting racing of the day and decides both individual and national glory. In race one Slovenian Tim Gajser takes the win ahead of 2010 125cc runner-up Joey Savatgy from the US of A. In third place is Team Great Britain's James Dunn with Jeremy Seewer from Switzerland fourth, Italian Luca Moroni fifth and another American, Chris Alldredge, in sixth. This puts the team scores at Britain with 11 points and America with 12 meaning whoever finishes higher between Savatgy and Dunn will clinch the Nation's trophy as well.

The start of moto two immediately sees Gajser out the picture as he crashes early on lap one leaving Savatgy clear and looking for a comfortable Team USA win. Seewer is in second with James Dunn third and Alldredge well down the field after another bad start. Just as things look tied-up Savatgy suffers a puncture with five laps remaining and starts to slow. Seewer soon overtakes him and just when it looks like Dunn will do the same Alldredge swoops in between them and plays blocker for the remainder of the race.

His selfless act allows Savatgy to claim individual gold, Team USA to win the Nations trophy and himself to get the third step on the podium behind Seewer. Dunn loses the tie-breaker on second moto scores to come fourth.

The team scores are calculated by taking the overall position of the highest finishing rider in each class and adding them together. So Team America's riders are Gabriel Jairala (10), Chase Bell (2) and Joey Savatgy (1). Great Britain has Alexander Brown (7), Ben Watson (4) and James Dunn (4) for a total of 15 with Italy rounding out the podium with 25 points after scores of three, 14 and eight from Riccardo Lauretti, Michele Bariolo and Luca Moroni.

This year riders from over 35 countries take park from as far afield as Australia, Madagascar, Brazil, Venezuela, Taipei and America. It is a competition that is now being taken seriously and has grown into an event where the winners can truly say they are the best in the world. Next year the races will be held at the Sevlievo facility in Bulgaria and hopefully even more riders from even more countries will take part.

If you want to know who the next stars of world motocross will be you need look no further...



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Jorge Prado Garcia dominates the 65s



MICHAEL MOSIMAN

In a stacked Loretta's 85 class, Michael can feel disappointed that a DNF in race one of the Mod class killed his chances. He then went 3-2 in the remaining races but his title hopes were gone, ending up 11th overall. In the Stock class he went 3-7-4 for fifth so if you take an average of those two class results you get eighth – the overall position he finished in Cingoli. The 85 classes are always competitive but Michael's results suggest that talent is fairly equal on both sides of the Atlantic.

MARK WORTH

Mark didn't have the greatest time in Italy, suffering a couple of crashes that weren't his fault that left him scrambling for position. His 7-19 card for 12th was also a result of some poor starts so he definitely felt he could go better. In America his six moto scores were DNF-8-3 and 4-1-7 so the speed was there, if not the consistency.

JOEY SAVATGY

Having not ridden his 125 since last year's Juniors when he finished second behind Jordi Tixier, Joey had to relearn how to ride a two-stroke again. He is a quality rider though despite a Loretta's where he suffered multiple problems. A disqualification for jumping the gate (although he did win the race), a blown motor and third place in the Stock class were followed by a bad crash, a second and a first in the Mod class. No question about his speed but he had no luck. In Italy he almost suffered more bad luck when a flat tyre could have cost him dear but thanks to team-mate Alldredge his 2-2 was good enough for the overall. >>



Twisted 7's Harry Kimber gets on the gas



James Dunn just misses out on a podium finish

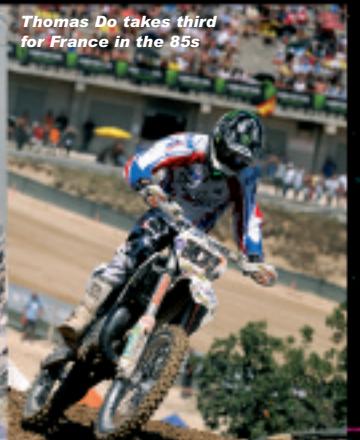
American Joey Savatgy survives a puncture scare to top the 125s



Battling Brit Jed Etchells



Thomas Do takes third for France in the 85s



HISTORY LESSON

FROM STRIBOS TO SAVATGY

The Junior World Motocross Championships have been running since 1999 but it's only really become a truly prestigious event in the last few years. That's not to say the previous winners can't be proud of their achievements, it's just that finding any records of earlier events is a tricky task.

For instance, it was at one of these championships in 2000 when Tanel Leok beat a young American by the name of James Stewart which started a run of results that still stands to this day whereby Stewart has failed to win an individual event in Europe. Other years have seen Alessandro Lupino beat Ken Roczen for a title, Kevin Strijbos claim victory, Tyla Rattray only come third as well as success for Americans like Zach Osborne, Broc Hepler and Blake Wharton.

In recent years the event has received a new lease of life as Youthstream and the FIM look to organise the amateur stars in Europe, much like the production line seen over in America. Starting with EMX125 there is now a clear path of development that will be expanded in the coming years to include both 85s and 65s so that talent is easily spotted and nurtured all the way up to professional levels.

The pinnacle of each series will be the

Junior World Motocross Championships where riders compete for both themselves and for their countries in three classes – 65s, 85s and 125s – at a one-off event that's seen as a youth Motocross des Nations.

A major step in its resurgence is the attendance of an American team whose participation has added credibility to the 'world' title status. When the event was still only two classes – 85s and 125s – only the odd rider would cross the pond to test their skills against the best of Europe. But with the addition of the 65cc class and added promotion by Youthstream, America is now picking their best talent and organising their riders – much like they would for the MXdN.

Of course, that motivates other countries to take part which leads to an upward spiral in both the numbers and level of competition, resulting in a credible championship – much like the one that took place in Italy where the best riders from Europe took on the USA, Australia and multiple other countries from Asia and South America. It truly is the best of the best now and there's definitely no more digging around the internet trying to find when exactly Joel Roelants beat Marvin Musquin for the 125cc world crown.

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JUNIOR WORLD CUP

CHAMPIONS

1999	Kevin Strijbos (85cc)
2000	Tanel Leok (85cc)
2001	Brock Hepler (85cc), Tanel Leok (125cc)
2002	Dennis Verbruggen (85cc), Davide Guarneri (125cc)
2003	Ryan Villapoto (85cc), Simone Besquet (125cc)
2004	Zach Osborne (85cc), Ivo Steinbergs (125cc)
2005	Steve Clarke (85cc), Dennis Verbruggen (125cc)
2006	Alessandro Lupino (85cc), Joel Roelants (125cc)
2007	Ken Roczen (85cc), Blake Wharton (125cc)
2008	Jeffrey Herlings (85cc), Matiss Karro (125cc)
2009	Jay Wilson (85cc), Eli Tomac (125cc)
2010	Jake Pinhancos (65cc), Henri Jacoby (85cc), Jordi Tixier (125cc)
2011	Jorge Prado Garcia (65cc), Pauls Jonass (85cc), Joey Savatgy (125cc)



Alexander Brown ends the day seventh in the 65s



Dutch 85cc rider
Davy Pootjes grabs
a holeshot

CHRIS ALLDREDGE

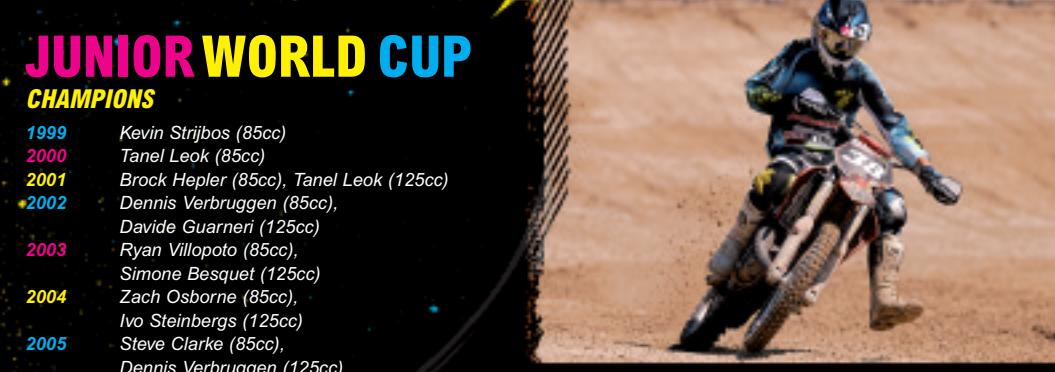
Blazingly fast at Loretta's but in the title decider an off-track excursion cost him first place as he was tracking Bisceglia. In Italy he was probably the fastest rider on the track, posting lap times almost a second quicker than anyone else. But starts were his downfall. He got third overall at Cingoli and second overall on his 125 in the Schoolboy 1 class at Loretta's.

MATT BISCEGLIA

After beating out Chris Allredge with 1-2-1 moto scores in the Schoolboy class at Loretta's, hopes were high for Matt to possibly add the Junior world title to his CV. But it quickly became apparent he wouldn't be one of the front runners as he struggled with the slippery surface. After experiencing such a high at Loretta's he couldn't bring the same intensity over to Italy which is why he could only go 11-17 for 12th.

HECTOR RODRIGUEZ

The Venezuelan's six moto scores at Loretta's were 25-9-4 in the Schoolboy 1 and 7-2-2 for second in the Schoolboy 2 so he has some pedigree but in Italy things didn't quite go his way. He only managed one lap of practice before his motor blew so when qualification came around he was still learning the track. This left him with a bad gate pick and a battle each moto to come through the field. He ended up with 9-8 scores for ninth overall but if he got off the line even slightly better a podium would've been a possibility.



Dean Wilson's big news Stateside where he's sitting pretty at the top of the 250cc National standings



EXPORT STRENGTH!

**HE MADE HIS NAME IN CANADA BUT DEAN WILSON IS
SCOTTISH BORN AND BRED AND MAY VERY WELL BE
ABOUT TO BECOME THE FIRST BRIT EVER TO LIFT
AN AMA MOTOCROSS TITLE...**

Prior to the 2011 racing season, Monster Energy/Pro Circuit Kawasaki's Dean Wilson was easily the favourite to win on whichever supercross coast he would end up racing. He was consistently faster than all of his team-mates – especially in the whoops – and even his team-mates quietly marvelled at his speed.

But then his speed bit him and Wilson badly injured his shoulder which meant he wasn't even sure he'd make the start of the Lites East SX title chase. He healed up and got ready to race by the time of the East opener but his speed wasn't nearly what it was prior to the injury. Wilson was still fast but he wasn't fast enough and he suffered from poor starts and crashes all season indoors.

"Actually, I think my supercross season was inconsistent because of my starts," Wilson says. "I never got good starts in supercross and when you're back there in the pack in supercross, when the tracks are really tight, you have a lot of a risk of going down because everybody just wants to race to the front – you're four riders wide going over some of the jumps."

"It's hard to win races when you get bad starts. And I'm sure my starts were a big key in supercross. They were terrible and that's what I felt like when I lost a race – I was buried way in the pack trying to come from behind and it was hard to catch up. I think that was a big part."

But outdoors Wilson finished second overall at nearly every AMA National until Unadilla where

DEAN WILSON #15



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Nope, he's crashing – not scrubbing...



Despite starting the SX season as a strong favourite Deano struggled indoors – something he puts down to bad starts

he finally went 1-1 to take an overall win. After 10 rounds he sports a pretty massive lead and it's mainly thanks to his consistency.

"I like to ride outdoors pretty good," Wilson smiles. "My starts are actually pretty good outdoors. In supercross I struggled – I don't know what was wrong with me. Outdoors I've actually been in the top five off every start. Except the first round was bad but after that's when I really worked on them. I've been pretty much top five off every start. So if I'm in the top five I know I have a good chance of getting to the front quicker. I don't know why my starts are better outdoors but the start definitely helps a lot for being consistent since you're up front already."

For most of the Nationals, Wilson's biggest rival has been his team-mate Blake Baggett. Baggett has won more races than anyone but has not had the consistency that Wilson has. Baggett and Wilson are old amateur rivals and they hate each other's guts. But they don't let it affect their relationship in the team truck at all.

"It sometimes makes work a little bit weird but to be honest we just do our thing," Wilson says. "After

practice we're either getting a drink or we're hydrating or eating. We all have our own schedules. So that's what keeps us apart. We're never hanging around together. And I think that's good. We all just do our own thing and do what we have to do and I think that's why we haven't had any problems."

With youth on his side – and since he's leading the title outdoors in the AMA series – Wilson was picked to race the MX2 class for Team Great Britain in the 2011 MXdN with Brad Anderson taking on the MX3 class and Tommy Searle moving up to a 450 to take on MX1. It's a strong team.

"I'm really excited," says Wilson. "I wanted to be part of Team GB again this year. I feel like this des Nations is going to be really exciting in France because I remember the des Nations in Ernée [in 2005]. I've seen pictures of it and there were just so many people. It was insane. I think it's going to be really cool."

"My team is really strong this year. We've got Tommy Searle who is riding really well and we've got Brad Anderson who is also riding really well. Ando has got a big heart and never gives up. He was on the team last year and he did really well for us. ♦



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I know Tommy can do good and I know I can do good. So I really believe in our team and we just need to get good starts and try and get on the box."

And a podium finish is the only thing that will satisfy Wilson at the MXdN.

"If we're not on the podium I think that's a disappointment because last year we were only one point off of being on the podium and we were really close. It's definitely time to make it happen and I really believe that we can. A win would be unbelievable but a podium would be good."

And after the MXdN Wilson will be making a minor change as he gets ready to race the Monster Energy Cup in Las Vegas on a KX450F.

"I actually haven't been riding a 450 at all," admits Wilson. "I'm just focusing on the 250. And then the des Nations are after Pala then once I get back from the des Nations I'm going to hop on a 450 at supercross and ride that for a few weeks and then

the Monster Cup. I'm really excited. It's just going to be fun. I'm going in there with no expectations. I just want to ride good and have fun. I'm going to see how I do on the 450. I mean, I'm not going in there claiming anything at all. I just want to go and have fun and do the best I can."

Although Wilson hasn't ridden a 450 a lot lately when he was an amateur he won tons on 450s.

"When I was in amateurs I rode it for about three years in the B class and then the A class. I actually won a lot more titles on the 450 than I did on the 250. So I feel like I ride the 450 really good just because you don't have to throw any effort in it like you do on a 250. The power is just there for you – you don't have to work for it."

And with Wilson's size and smooth riding style you can bet he'll be solid on a 450. The race will be in Las Vegas which means there will be plenty of girls around and that's probably Dean's main

motivation for keeping his Scottish accent as strong as it is.

"Well, of course," he grins. "I mean, they need some flavour. They don't always want the American accent, right? Honestly, I'm just around my mom and dad all the time. It almost got really strong from when I went back to Scotland last year in the off-season for a month. I was just there for a month and just being around all my friends and family it just came back pretty strong. And then it just stuck with me."

"I don't know. It's funny. I was talking to Chad [Reed] and we were saying that his accent is really strong when he comes back from Australia as well just because he's around all his friends and stuff. I'm going back to Scotland after the Monster Energy Cup for a month for my off-season. So it's probably going to be really strong when I come back again, even more so."

DEAN WILSON #15

TOPSY TURVY!

**THE 2011 AMA NATIONALS HAVE STOOD TRADITION ON ITS
HEAD AND WITH TWO ROUNDS LEFT IT'S BETWEEN THE
TWO RYANS IN THE 450cc CLASS WHILE SCOT HOTSHOT
DEANO IS CLEAR IN THE 250cc DIVISION...**



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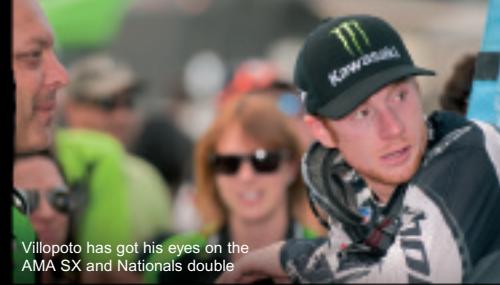
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TOPSY TURVY!

With two rounds to go
Eli Tomac sits fifth in the
250cc standings



Villopoto has got his eyes on the
AMA SX and Nationals double



Aussie Brett Metcalfe grabs a
career first overall win at Southwick



A costly DNF means
Tyla Rattray's got some
serious ground to make up
on team-mate Dean Wilson

Historically, the big difference between the 450 class and the 250 class is that racers in the 450 class tend toward consistency – they seem to find a sort of groove and find their place. But in the 250 class things tend to be a bit all over the place. Well in some ways the 2011 Lucas Oil/AMA Pro Motocross Championships have turned this trend upside down.

A couple of races before Unadilla, Chad Reed's season took a turn for the worst when he had his now infamous crash at Millville where he flew through the air without his bike. He hasn't been the same since.

At Unadilla Team Honda bring Justin Barcia out on a 450 in the hope that Barcia will not only represent Honda's sponsors out on the track but also get between Reed and the Ryans – Dungey and Villopoto – and help the Aussie get closer to the front in the championship chase.

Unfortunately for Reed – although fortunately for Team Honda – Barcia grabs the holeshot in moto one and actually leads a few laps before points

leader Villopoto from the Monster Energy Kawasaki team finally chases him down and makes the pass for the lead on lap seven and just takes off.

This leaves Barcia fighting for his life against defending champ Dungey. Dungey doesn't take it easy on the newbie and he's relentless with Barcia until, with three laps to go, he wears the kid down and takes over the second spot. Still, the new kid hangs on for third in his first ever AMA 450cc race. Reed finishes a distant fourth in front of Villopoto's team-mate Jake Weimer.

In moto two Weimer grabs the holeshot but immediately he's passed by Red Bull KTM's Mike Alessi who leads a few laps before he's chased down by Villopoto the same way Barcia was in the first moto. Barcia fights his way by Weimer and Alessi into second and Dungey isn't far behind.

For the rest of the moto Dungey again finds himself trying to wear Barcia down for the second spot. On the last lap Barcia's forced to the left in the air over a tabletop to avoid a lapper and Dungey clips him on the landing. Barcia goes down hard but still gets up in plenty of time to grab third

behind Dungey and Villopoto.

Alessi hangs on for fourth while Weimer crashes out of fifth while battling with Brett Metcalfe. Metcalfe goes down too and fifth ends up going to Reed with Weimer sixth.

In the 250 class DNA Shred Stix/Star Racing Yamaha's Gareth Swanepoel gets the moto one holeshot over Monster Energy/Pro Circuit Kawasaki's Blake Baggett and Dean Wilson but Wilson makes early moves to go by Baggett and then Swanepoel and he leads from the third lap on. Baggett crashes on lap three and then fights his way back up to second by the finish followed closely by team-mate Tyla Rattray to complete yet another Pro Circuit 1-2-3 moto sweep.

In the second moto Jimmy Decotis grabs the holeshot over Wilson but Wilson finds his way by on lap three and again leads every remaining lap, this time over GEICO Honda's Eli Tomac. Baggett comes through from outside the top 10 for third in the moto and second overall while Rattray drops out of the moto after a big early crash.

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Dungey grabs the holeshot in moto one and begins to pull away from Villopoto. For the first 25 minutes he holds a massive lead but near the end the rapid redhead begins to chase Dungey down. On the last lap Villopoto's within striking distance but nearly washes out with a few turns left and misses his opportunity. So Dungey takes the win.

While these two chase each other around out front Barcia sits third but his bike gives up the ghost with 10 minutes left in the moto. At nearly the same time Chad Reed's factory Honda dies too. Both Barcia's and Reed's bikes are later reported to have failed for the same reason and all the Honda guys will let on is that it's heat-related. Dungey's team-mate Metcalfe takes over third and doesn't finish that far behind the Ryans. Fourth goes to Alessi over Canadian Colton Facciotti and Weimer. Dungey misses the start of moto two while his

bike is being repaired and Justin Brayton grabs the holeshot but is quickly passed by Barcia. Brayton settles into second while Weimer sits third just in front of Villopoto. Dungey gets started in the moto about 20 seconds in front of Barcia and he stays there throughout the race, working his way up through the pack as Barcia laps the same racers only 10 seconds or so behind him.

Reed drops out of the moto yet again with another mechanical problem putting him out of serious contention for the title. It's now between the Ryans.

At the end of the moto Dungey sits seventh while Barcia takes the moto win over Metcalfe and Brayton with Villopoto having a so-so finish in fourth place in front of Weimer, Alessi and then Dungey. Metcalfe takes his first-ever overall victory with a 3-2 score and despite the huge mechanical problem Dungey manages to lose only a single point on the day to Villopoto as the series heads to Steel City for the penultimate round.

In the 250 class Swanepoel grabs the holeshot in moto one over Lance Vincent, Rattray and the rest of the field. Rattray quickly moves up to second and

then begins pressuring Swanepoel, eventually making a pass for the lead on lap six.

However, a handful of laps later Rattray's bike stalls and after he bump-starts it there's an obvious problem and he loses the lead and nearly loses second to team-mate and points leader Wilson. Rattray eventually gets his momentum going again but can't do anything with Swanepoel who takes the moto win, ending the Pro Circuit sweep of the 2011 AMA Nationals at 18 motos in a row.

Rattray finishes second in front of Wilson then comes Gannon Audette, Broc Tickle, Ryan Sipes, Marvin Musquin, Darryn Durham and Baggett.

Alex Martin grabs the start in moto two in front of Rattray and Wilson. Rattray finds his way by on lap four and from there he never looks back, scoring the moto win over team-mate Wilson, Martin, Justin Bogle and Swanepoel. So the overall goes to Rattray keeping that streak alive for the Pro Circuit squad while second goes to Wilson and third to Swanepoel.

Wilson continues to head the title chase with a large lead of 38 points now over Rattray with Baggett two points further back in third.



Justin Bogle comes straight out of the amateurs at Unadilla and runs a top 10 pace



Blake Baggett holds third in the 250s a couple of points back from Rattray



SERIES STANDINGS

250cc

450cc

	250cc		450cc		
1	Dean Wilson	438	1	Ryan Villopoto	431
2	Tyla Rattray	400	2	Ryan Dungey	423
3	Blake Baggett	398	3	Chad Reed	366
4	Kyle Cunningham	264	4	Brett Metcalfe	304
5	Eli Tomac	246	5	Mike Alessi	243
6	Gareth Swanepoel	241	6	Jake Weimer	221
7	Broc Tickle	220	7	Andrew Short	196
8	Justin Barcia	181	8	Kevin Windham	193
9	Martin Davalos	175	9	Davi Millsaps	173
10	Alex Martin	170	10	Justin Brayton	163

Mike Alessi, Jake Weimer and Justin Brayton go bar-to-bar for the holeshot at Unadilla

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FAVOURITE RACE OF THE YEAR...**

Words and photo by **Steve Cox**

The Motocross des Nations (note name changed back because it's in France this year and because it's proper French, unlike 'Motocross of Nations' which is terrible English) is my favourite race of the year, every year.

The first time I left North America I did it to attend the 2005 Motocross des Nations, also in France. Well, first I went to England and road-tripped with Lawless to Ireland, marvelling the entire time about how anyone could drive on the left side of the road or shift a manual transmission with their left hand. And the huge number of tractors! And the bad teeth! But after that I went to France for the MXdN. And it was the coolest race I had ever experienced.

Irishmen dressed as leprechauns (that's a cliché – a French word – but it's better than them dressing as potatoes or pints of Guinness, I guess), Americans dressed in American-flag clothing (because 'these colours don't run' or something like that), Canadians not dressed as anything because there's nothing interesting about Canada! It was quite an experience all around.

I haven't missed an MXdN since 2005 which makes this year's event at St Jean D'Angely my seventh consecutive MXdN and a sort of homecoming for me as I get to see another one in France. This, of course, means I get to eat great food, put on a few

pounds, marvel at how incredibly rude Parisians are as I pay out the ass to buy their over-priced bullshit while doing my best not to get pick-pocketed – and then I get to leave Paris and see the good, kind people of France.

But speaking of the food, I often wonder how such a small body of water separates a culture with what has become French food from a culture that still serves cooked animal intestines and 'pudding' made out of boiled blood. Can anyone there in the UK answer this for me? It seems so insane.

And I'm not coming to France alone. I'm bringing the Ryans and their little buddy Blake. Blake hates losing so much that I'm pretty sure he'd shoot his own puppy in order to avoid finishing second. And the Ryans? They're gnarly. They practically p*ss first place trophies. I predict ugliness unmatched since Susan Boyle.

But don't worry, it's not like I'm sitting over here puffing out my chest and putting all kinds of personal pride in the fact that we're sending a winning team. I don't care, really. If anything, sending such a great team is risky because losing with a team of Ryan Dungey, Ryan Villopoto and Blake Baggett would be entirely unacceptable.

But that, as they say, is why they hold the races...



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ALL CHANGED!

AFTER FOUR ROUNDS OF NEAR TOTAL DOMINATION, EBB AND ANDO FIND THEMSELVES ALL SHOOK UP AS THE RED BULL PRO NATIONALS ROCK UP AT HAWKSTONE PARK...

Words by Sean Lawless Photos by Ian Roxburgh

You'd have to be a major league dumbass to describe either Elliott Banks-Browne or Brad Anderson as dull – EBB's silky-smooth style and Ando's all-out attack have seen them dominate their divisions in this year's Red Bull Pro Nationals with both riders dropping just one race win after four rounds of the series. But such almost complete domination does become, dare I say it, a tad monotonous...

Well it's all change at round five of the series where a combination of injury and mechanical mishaps – plus two seriously swift wildcards in the form of CLS Monster Energy Kawasaki duo Tommy Searle and Max Anstie – serve to stir things up at the front of the pack.

All's not well in the DB Racing Honda pits where Elliott's sporting a badly banged-up wrist. The injury forced him to pull out after one moto of the previous weekend's British GP and seven days later it's not a whole heap better. With Anstie also in the mix plus HM Plant Red Bull KTM UK's Jake Nicholls making an appearance the odds look stacked against EBB but he's going well in the opening Pro moto and making passes until he's third MX2 machine.

But the race is red-flagged when Adam Reynolds crashes hard in the whoops and Elliott's got it all to do again. And second time around things don't go so well...

"The wrist's real painful," admits EBB afterwards. "Before they restarted the first race I was going all right and I got up to third and my wrist felt good. Then they

restarted it and that was not what I needed – I had to do another 25 minutes after that so my wrist was pretty tired and I just made a stupid mistake. There was nothing I could do – I was coming out of a corner and I couldn't hold on and the bike just got away from me.

"It's a case of damage limitation so I'm just going to go out for the second and try and score some more points. I was ahead of Pocock in the first and Bryan was ahead of me but he's a long way behind in the points so the main person I've got to worry about is Mel. I've got to stay ahead of him and last 25 minutes without crashing."

At the front of the pack Searle – racing a fo-fiddy in an early MXdN shakedown outing – is clearing off with Ando gritting his teeth in second ahead of Boost KTM's Martin Barr. After two laps it's Samsung Yamaha's Kristian Whatley in fourth ahead of lead MX2 man Nicholls with Bryan MacKenzie and Steve Clarke also flying the flag for 250F pilots against a fleet of 450s. EBB's back in 10th as Anstie, after a less-than-stellar start, begins to work his way through.

By half-distance Jake's already crashed out of the top 20 and begun to climb the leaderboard again while Elliott's fought his way up to eighth and Anstie's into fourth and pushing Barr. A few laps later they both move up a place when Ando's PAR Honda's exhaust starts blowing and he slips back from second to fourth. By this point Tommy's long gone and Anstie soon joins him in a Kawasaki 1-2 all the way to the flag. Barr's third from Ando who's handed a one-minute penalty for noise which pushes >>



Max minces them in MX2 – helped by Nicholls' day-long battles with gravity

The Reverend rocks the 'built-in chinstrap' look



ALL REV'D UP!

JAKE'S TAKE...

Making his first Red Bull Pro Nationals appearance in 2011, Jake Nicholls runs a cracking race pace in a debut let down by his inability to stay upright in either moto. We caught up with The Reverend in the pits at the end of the day. So how did it go Jake?

"First race it was a shame I crashed early on but second one I felt real good and was in fourth, got by Gert and the same lap got Brad as well and pulled away. I didn't look back for about four laps and when I did they were gone."

"I kept an eye on Anstie and he wasn't catching me even though I eased up a bit and then through the rhythm section I caught a rock or something which just flicked the back up and the momentum from my body just sent me straight over the bars and I took an elbow in the ribs. I was pretty winded when I got up and I'm a bit sore now but I was fuming because I was second and passed all the 450s other than Tommy."

"It's a shame really – everyone's seen my speed but you just want a result, don't you..."



Tommy Searle kicks off his 450cc shakedown ready for the Nations with a pair of dominant wins





Livia Lancelot
MX1 Worlds
Championships



David Fretigne
2010 DAKAR



Sylvain Bidart
Team Luc1



Suzuki Sert
2010 world
Endurance
Champions

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Marty Barr leads Ando

EBB rides through the pain barrier to protect his MX2 lead



Jake's going good in race two until he hits the eject button while holding a safe second

him back to fifth in class behind Maxxis Henderson LPE Kawasaki's Gert Krestinov and Nez Parker on the Boost KTM.

First blood in MX2 belongs to Anstie with Maxxis Apico Suzuki's Steve Clarke next 250F home ahead of Krestinov's team-mate Irn Bry. Elliott manages sixth in class behind former champ Nev Bradshaw and Nicholls. The silver-lining for EBB is that Mel Pocock, his main title challenger, suffers back in seventh.

Race two sees Searle grab the holeshot but Ando dives up the inside in the second hairpin to take the lead. It's short-lived and on lap two Tommy Gun gets back in front and roosts off into the distance as Brad finds himself in the unusual position of coming under pressure in a RBPN. This pressure's initially being applied by Krestinov but Bert's soon joined by Nicholls who's riding the wheels off his 250F thanks – we reckon – to his magic mutton chops!

In the space of a lap Jake jumps from fourth to second and looks super-comfortable right up until he gets buck wild in the whoops and goes over the bars with just a handful of laps to go.

With The Reverend shaking the sand out of his sideburns it's Anstie who, after carving his way up the field following another bad start, inherits second which he holds to the end ahead of Ando, Krestinov and Jake. Irn Bry's next home ahead of Clarke as EBB toughs it out for 12th and sixth MX2 rider home. His points haul may be his lowest of the series but, vitally, he finishes ahead of Pocock again. It's a golden opportunity missed to close down the MX2 leader and the Relentless Suzuki by TAS rider knows it.

"Just not how I'd planned this in my head," says Mel. "We knew this was our chance to take the fight

back to Elliott but it just didn't happen. The only consolation is that he had a weekend much like mine so we're not too far apart on the points. Next stop is the team's home round and I've spent a bit of time at Desertram so should go well. Fingers crossed."

Mel's not the only man who's lost points on the series leader as up in MX1 bike problems see Barr slide down the field during the closing stages of the race.

"The day started well when I was second in qualifying and in the first race I got a really good start," says Marty. "I tried to push Tommy but I made a few mistakes and eventually Brad got by me but I just kept on fighting and when Brad's exhaust broke I got by him. In the second I had a crap start and then the bike just died and lost all its power – even the 250s were passing me up the hill. It's pretty disappointing and cost me a lot of points in the championship."

In the Fuchs Silkolene 2 Stroke Championship Ryan Houghton tops the box after backing up a first race fourth with a win and a second. Just one point behind is Luke Remmer who runs 2-2-3 while series leader Jon Pettitt keeps his nose ahead in the standings with a 6-4-1 card. In the 125cc Juniors Christian Lyth takes his second overall win on the trot from Callum Sloman and Chubby Hammond.

Up in the Open Expert division series leader Matty Moffat sweeps all three motos from Stuey Edmonds – who follows him across the line each time – and Ashley Wilde who cards 3-3-4, losing out on third in the final moto to a certain Carl Nunn. The Open Juniors goes to Lyth who doubles up classes and wins on a three-way tie-breaker from Tim Burrows and Dean Hakes thanks to his last race victory.

SERIES STANDINGS

RED BULL PRO NATIONALS

MX1

1	Brad Anderson	235
2	Martin Barr	178
3	Gert Krestinov	161
4	Nathan Parker	151
5	Kristian Whatley	132
6	Alex Snow	114
7	Stephen Sword	112
8	Gordon Crockard	100
9	Shaun Simpson	84
10	Jamie Law	73

MX2

1	Elliott Banks-Browne	227
2	Mel Pocock	195
3	Bryan MacKenzie	171
4	Neville Bradshaw	147
5	Stuart Edmonds	121
6	Steven Clarke	117
7	John Phillips	111
8	Matt Moffat	84
9	Connor Walkley	78
10	Ray Rowson	66

FUCHS SILKOLENE 2S

125cc EXPERT

1	Jon Pettitt	311
2	Luke Remmer	288
3	Danny Tollet	236
4	Chas Statt	220
5	Nathan Rooks	204

OPEN EXPERT

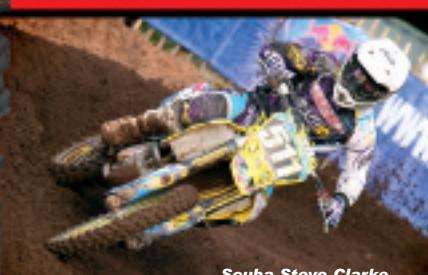
1	Matt Moffat	355
2	Stuart Edmonds	334
3	Carlton Husband	251
4	Matt Burrows	217
5	Jim Davies	203

125cc JUNIOR

1	Jamie Houghton	301
2	Christian Lyth	273
3	Thomas Kirk	270
4	Callum Sloman	245
5	Jake Fry	230

OPEN JUNIOR

1	Jason Martin	315
2	Christian Lyth	246
3	Simon Booth	227
4	Tim Burrows	221
5	Michael Evans	125



Scuba Steve Clarke posts his best result of the season



SERIES STANDINGS

MX1

1	Brad Anderson	PAR Honda	453
2	Kristian Whalley	Samsung Yamaha	375
3	Martin Barr	Boost Energy KTM	357
4	Gert Krestinov	LPE Kawasaki	281
5	Tom Church	HM Plant Red Bull KTM UK	280
6	Alex Snow	Lanes Kawasaki	273
7	Nathan Parker	Boost Energy KTM	262
8	Stephen Sword	Buildbase CCM	222
9	Jason Dougan	Bike It Cosworth Wild Wolf Yamaha	194
10	Gordon Crockard	Relentless Suzuki by TAS	183

MX2

1	Arnaud Tonus	Bike It Cosworth Wild Wolf Yamaha	470
2	Elliott Banks-Browne	DB Racing Honda	384
3	Zach Osborne	Bike It Cosworth Wild Wolf Yamaha	323
4	Mel Pocock	Relentless Suzuki by TAS	301
5	Bryan MacKenzie	LPE Kawasaki	272
6	Jake Nicholls	HM Plant Red Bull KTM UK	241
7	Mattis Karro	MVR-D Honda	228
8	Neville Bradshaw	Evo-Tech/Stevens Honda	183
9	Stuart Edmonds	Electraction TM UK	178
10	Ray Rowson	Samsung Yamaha	175



Irn Bry leads
Nev Bradshaw
and Mattis Karro



Swiss missile Arnaud Tonus lifts the
MX2 crown at his first attempt



Arsel

Billy Mac returns to
Maxxis action in his
native Scotland

MX1 goes bar-to-bar out of the gate



After losing out last year to Evgeny Bobryshev, Brad Anderson regains his MX1 crown

SEVENTH HEAVEN!

BRAD ANDERSON AND ARNAUD TONUS WRAP THINGS UP A ROUND EARLY AS THE MAXXIS SERIES HEADS NORTH OF THE BORDER...

Words and photos by **Sutty**

Scheduling Duns as the penultimate stop of the eight-round championship is proving to a dangerous thing for the Maxxis series management as both times it's happened the titles have been wrapped up on Scottish soil leaving the final round to be somewhat anticlimactic. While it was Stephen Sword and Brad Anderson who sealed the deal at a rain-soaked Duns back in 2009 it's Ando and Arnaud Tonus who have reason to celebrate this time around as they both take their titles with maximum scores in Scotland.

Anderson starts the meeting knowing that he only needs to outscore Kristian Whatley by nine points on the day to seal the deal no matter what K-What does. Three moto wins later and the title's in the bag. "Today went pretty awesome," says the newly-crowned champ. "When I saw the track before the races I really didn't think I'd come away with three wins as it was so wet. I put the hammer down in the first one but in the second one Whatley was pushing us all the way and it was the same in the last one. He obviously didn't want us to win the championship here but I wanted to wrap it up so I made it happen."

Whatley's second overall with a 3-2-2 and enters the Hawkstone finale 28 points clear of Martin Barr who's third in the standings after finishing fourth overall in Scotland with a 4-5-6 scorecard. Splitting the pair to claim the final

spot on the podium is '08 champ Billy MacKenzie who wildcards on an LPE Kawasaki. The Scotsman who's been based in Australia has lost none of his speed or aggression and is as exciting to watch and unpredictable as ever. Fastest in the Superpole session he leads moto one until he stalls it, hits neutral crossing the startgate in moto two and gets snarled up at the start of moto three meaning he has to battle back through the pack times two. "I'm pretty disappointed not to have got better results," says a stoic Billy. "But it's been a nice warm up for the GP next weekend..."

While there are no wildcards to mix things up in MX2 the ever increasing level of competition in the 250F division means almost anything can happen – and it does – but on a day that's full of big crashes and breakdowns one man keeps a clear head.

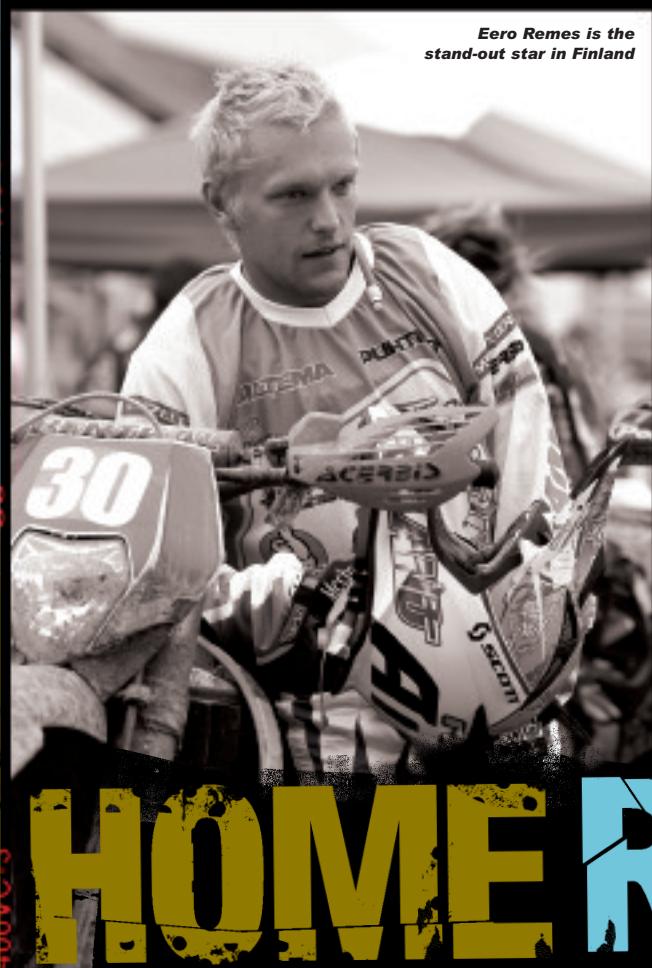
Arnaud Tonus only needs 11 more points than Elliott Banks-Browne on the day to claim the title and after being pushed hard by EBB in moto one gets a gift second time out as the DB Racing Honda star stacks it and only finishes sixth. Steve Dixon and the boys prematurely celebrate winning their second Maxxis title on the trot as Arnaud's score after the opening two motos of 50 is 13 more than Elliott's but they haven't actually thought it through properly – with four motos and 100 points left on the table and

only a 77-point lead over Banks-Browne nothing's secure just yet.

Despite suffering with neck and wrist pain Elliott leaps out into the lead of moto three and narrowly averts disaster on the second lap when MVR-D Honda's Matiss Karro runs into the back of him over a step-up and comes crashing down to earth, hurting his back and putting a premature end to his season. Mel Pocock can't avoid the downed Honda and crashes hard too while Tonus – who's two feet to the right of Mel – gets away scot free and is able to hunt down the early leader. Three laps in and Tonus moves into the lead as EBB starts a backwards slide through the pack as local hero Bry Mac, Nev Bradshaw and Jake Nicholls all come barreling past the delicate-feeling DB Racing rider.

As the chequered flag falls Tonus takes the overall for the day and is finally crowned champion n'all. Nicholls (5-2-4) and Bradshaw (8-3-3) join him on the podium as Banks-Browne, Pocock and Irn Bry round out the top six.

Although a top six is always okay, MacKenzie is actually really unlucky not to stand on the steps as he runs 3-dnf-2 and is actually leading the middle moto before he runs out of smoke for the smokescreen he originally debuted at Little Silver earlier in the year and grinds to a premature halt – I told him the banana skins idea made more sense...



HOME RULE!

THE MIGHTY FINNS DOMINATE THE 86TH RUNNING OF THE ISDE AS
BATTLING BRIT PAUL EDMONDSON KEEPS ON STRIKING GOLD...

Words and photos by Jonty Edmunds

Making the most of their home advantage, Finland's six-rider World Trophy team dominate at the 86th running of the International Six Days Enduro. With few expecting the experienced squad to do little else other than win, the fact Eero Remes tops the E1 class and Marko Tarkkala ends up as the fastest E3 competitor ensures the mighty Finns are runaway winners.

But while Finland's finest make light work of the event, for most the 2011 ISDE proves to be seriously challenging. Tackling 300km of largely off-road trails on a daily basis, unexpected and at times torrential rain during much of the first half of the week ensures a drama-filled six-day slog.

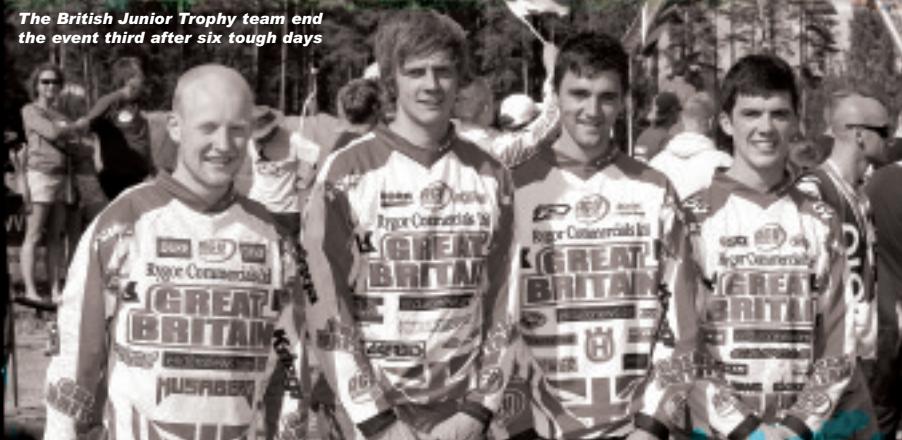
Simply getting to the finish without time penalties and with machinery in working order proves tough in Finland with the heavy going taking its toll in all classes. Britain, like many other Trophy teams, sadly have little to celebrate come the end of the event. Knowing that without David Knight's assistance a top five result will be tough, the loss of two team riders early in the week sees them place an eventual 10th, sandwiched between Poland and Italy.

Before the event's even 60 minutes old bad luck strikes as Greg Evans parts company with his 300cc KTM at relatively slow speed after losing his front wheel and breaks his collarbone. For the remainder of the first day and all of the second the five remaining riders do what they need to do and get to the finish without trouble. But on day three Jordan Rose runs into real difficulty. Despite his best efforts at fitting a new piston to his 300cc Husqvarna – never an easy job when your bike's covered in wet sand – he loses more than the allowed 60 minutes and is out. It's game over for GB's senior team.

>>



The British Junior Trophy team end the event third after six tough days



Danny McCanney helps the British Junior Trophy team take a podium finish



The Italian team have a disappointing ISDE



CALL THE COPS!

YOU'RE NICKED...

Trigger-happy with their radar guns, the Finnish police are on a mission to catch as many riders speeding on public highways as they possibly can during the six-day event. Booking and fining riders from just about every country – except Finland it seems – some are even temporarily banned from driving and as a result forced out of the event.

British riders don't escape the men in blue with several handed fines and some even banned from driving. But it's the Italian World Trophy team that's arguably hit the hardest as Fantic rider Maurizio Micheluz is banned during day one and refused permission to start on day two. While the Italians are anything but impressed to have lost a rider so early in the week, the fact that Maurizio is a traffic officer back home in Italy causes a few laughs.

GOLDEN OLDIE!

FAST EDDY'S 17TH GOLD

Although the British World Trophy team's result isn't anything to shout about there's at least one team member who finishes the event with a smile on his face – veteran ISDE campaigner Paul Edmondson.

Competing in the Enduro 1 class, as well as doing his bit for the British team effort Eddy wants one thing in Finland more than anything else – a 17th ISDE gold medal. And while it looks for much of the week like he might fall just short of achieving his astonishing goal due to the speed of E1 class leader Eero Remes, that's exactly what Fast Eddy manages to do.

"I'd say this has been the hardest six days I've done," explains Paul. "I never considered the ISDE that tough when I was a full-time rider but now I don't ride that much at all between events I really found it hard. Remes was so fast that I spent a lot of the week off gold medal pace so I really had to give everything on the last few days. The long tests were really physical, I was finished after five minutes. But I got a 17th gold so I'm more than happy."



Fast Eddy claims an impressive 17th ISDE gold medal

Alex Rockwell rails a Finnish berm



RESULTS

WORLD TROPHY

- 1 Finland
- 2 Spain
- 3 USA
- 4 Sweden
- 5 Holland
- 10 Great Britain

JUNIOR WORLD TROPHY

- 1 France
- 2 Sweden
- 3 Great Britain
- 4 USA
- 5 Australia

Certainly not alone in losing more than one member of their Trophy team, a clear indicator of just how tough the power-sapping sand is on bikes is the fact that just four teams – Finland, Spain, USA and The Netherlands – manage to get all their riders to the end of the event.

The British Trophy team members who do get to the finish are relieved to see the end of what's largely regarded as having not been an overly-enjoyable event. With most riders entered into the E2 and E3 classes, Paul Edmondson's the lone British E1 class rider and scores a respectable 13th in class. The last rider in class to secure a gold medal finish, for Eddy the end of yet another six days puts him into the record books as the only rider to have collected 17 gold medals.

In the Enduro 2 class it's British Junior Trophy team rider Alex Rockwell who places highest of all the Brits. Matching Eddy's result of 13th in class, Rocky's followed home by Tom Sagar in 16th, Ashley Wood in 26th and Si Wakely in 30th. With little incentive to put their balls on the line following Greg's and Jordan's retirements, all three riders opt simply to make it home in one piece.

In the Junior World Trophy competition just one nation manages to get all four team riders to the finish – France. With a strong squad of experienced EWC racers it takes the French Juniors a little while to get settled in as they find themselves behind Sweden during the first half of the week. But as the Swedish effort falters and they lose a rider France step forward to >>



Even Matti Seistola finds the going tough in places



Juha Salmi gets fettling



Jack Rowland goes out on day three

take control of the class. Comfortably ahead before the final day motocross races, when all's said and done France are clearly the deserved winners.

Disappointed at having dropped off the top spot on day four, the Swedes hold on to claim second while third goes to Great Britain. Despite losing Jack Rowland on day three, Danny McCanney, Jonny Walker and Alex Rockwell all make it to the finish to secure a well-deserved result.

At the sharp end of the capacity class results, Enduro World Championship regulars dominate but don't have things all their own way. In E1 it's Remes who sets the pace, delivering a stunning performance on the opening day to distance himself comfortably from Juha Salminen. Finishing an eventual one minute 49 seconds up on his countryman, such is the pace of the Finnish duo that third-placed Spaniard Lorenzo Santolino is a further nine minutes down.

Enjoying a two-and-a-half minute advantage in the Enduro 2 class is US rider Kurt Caselli. Competing aboard injured Frenchman Johnny Aubert's bike, Kurt hits the top of the E2 class results on day one and like Remes in E1 remains there throughout the week before comfortably topping the final day motocross. Portuguese rider Luis Correia places second in what is again his one-off enduro ride for the season. Third goes to KTM's Cristobal Guerrero with Aussie team-mates Toby Price and Matthew Phillips fourth and fifth.

Well-known as being one of the world's fastest when it comes to blitzing his way through Scandinavian forests, Marko Tarkkala shows he's boss of the Enduro 3 class and finishes three minutes ahead of Spain's Ivan Cervantes. Sweden's Joakim Ljunggren goes from battling it out for a top three spot to failing to finish which allows retired EWC rider Valtteri Salonen to pinch third ahead of Brit Jonny Walker in fourth.



Jonny Walker just misses out on a top three finish in E3

LITTLE WONDER!

REMES THE CONQUEROR

Finnish World Trophy team rider Eero Remes is the stand-out performer at the 2011 International Six Days Enduro. Adding his name to the long list of mostly KTM-mounted riders that have topped the unofficial overall classification in recent years, Remes hits the ground running on day one and opens up a commanding lead.

Gapping countryman and closest Enduro 1 class rival Juha Salminen by one minute on day one, Remes holds his nerve throughout the week in conditions he doesn't normally excel in before embarrassing everyone during the final day E1 motocross race.

Hitting the front soon after the start, in just three laps Eero is so far ahead

he starts easing his pace before the halfway stage of the moto. Close to two minutes ahead of Salminen in the final E1 results, Remes strikes gold as E1 winner as well as being a member of the Finnish Trophy team and the winning KTM manufacturer team.

"It's been an amazing week," enthuses the normally quiet Finn. "Things didn't go so well for me in the last few world championship races so I wanted to get a good result here which I did. I had a really good week. It was hard on some days because of the weather but apart from a few small problems everything was good. I'm just so pleased that I was able to help Finland win."



Remes barely puts a wheel wrong in six days



CANADA GOOSED!

STILL ONLY IN ITS SECOND YEAR, THE XTINCTION HARD ENDURO HAS ALREADY EARNED THE REPUTATION OF PUSHING MAN AND MACHINE TO THE ABSOLUTE LIMIT – UNLESS YOU'RE EXTREME ENDURO SUPERSTAR GRAHAM JARVIS...

Words and photos by Steve Shannon

Graham Jarvis underlines his status as one of the world's leading extreme enduro riders with victory in Canada



There are some gnarly climbs as Matt Coonfer finds out when he gets airborne on 'Cole'...

Extinction *n* the state or process of ceasing or causing something to cease to exist

Xtinction *pn* an extreme enduro held in the heart of the Canadian badlands where racers tackle incredibly difficult terrain while trying to avoid elimination

In a place where dinosaur bones and cattle out-number people, Lee Fryberger and his Corner Grass Race Team have carved out a unique race.

The Xtinction Hard Enduro pits man and machine against the parched, rugged terrain of the Canadian badlands just outside Dinosaur Provincial Park. The inaugural Xtinction race held in 2010 was a huge success and for 2011 the event attracts an international entry boasting names like former AMA MX champ Mike Brown, Kyle Redmond, Nick Fahringer and British ace Graham Jarvis. As well as international talent,

the 2011 edition also features a more difficult course that will challenge even the best.

After a huge storm blows through late Saturday night, Sunday morning dawns with perfect weather. The schedule is pushed back an hour as the heavy rains of Saturday night turn the clay soil to pure grease and this extra hour helps dry out the course, making for perfect racing. The morning qualifier features four laps of a shorter, easier course with riders starting three per minute.

First on course is last year's runner up Kyle Redmond. Riding pretty much a bone-stock Honda CRF250R, Redmond uses his experience from 2010 to immediately open up a small gap over the other competitors. The remaining favourites are spread out over five minutes but they quickly move towards the front of the pack and close in on Redmond. Soon it's Mike Brown taking the lead followed by Canada's Bobby

Prochnau ahead of Nick Fahringer. Graham Jarvis rides smooth and very conservative to take fourth place just ahead of Redmond.

While the top racers make it through the qualifier with relative ease, most of the field struggle with the steep hills and difficult terrain. Spectators are thoroughly entertained as racers ghost their bikes up the sheer cliffs of the badlands. Among these competitors is Victoria Hett, the lone female entrant. As Canada's top female off-road racer, Hett has high hopes for Xtinction. Once in action she puts many of the guys to shame as she makes her way around the course. Hett manages to put in two solid laps of the qualifier and finishes 39th which makes her the first woman to qualify for the Xtinction Main Event!

The Main Event starts at 2pm. In 2010 rain had forced the organisers to shorten the course but for 2011 the racers will receive no >>



Grimbo enjoys the perks of victory!



How's this for a camber?



The only way is down after a failed attempt at up!

such reprieve. Utilising all of the available land, the organisers put together a course worthy of the international talent.

With a shotgun style Le Mans start the racers are off. Brown shows he's equally adept on foot, grabbing the holeshot and leading early on. As they make their way into the badlands the top qualifiers jockey for position. Brown, Prochnau and Fahringer all swap the lead positions but soon it's Jarvis and Redmond distancing themselves from the rest.

Near the end of the first lap Redmond leads Jarvis through a wash and into the final obstacle – Winter Traction. So named for only being climbed during the frozen winter months with a set of studded tyres, no-one has ever climbed this mammoth hill in the summer. Redmond hesitates at the bottom, allowing Jarvis the opportunity to make a pass. Sensing his chance, Grimbo grabs the lead and heads for the top of the hill.

What happens next is absolutely incredible! Jarvis uses his skills honed over years of world championship trials competition to keep his feet on the pegs and search out every ounce of traction the slope offers. Rocketing up the hill, when traction starts to give way he resorts to hopping the back wheel to keep his momentum and climbs skyward over the top. What was once considered a pretty much impossible hill is climbed without even so much as a hesitant look.

While Jarvis had looked slow during the qualifier and had left many doubting his extreme enduro prowess, he's now removed any doubt. With a skill-set so firmly planted in trials, Grimbo makes the Xtinction course look more like a pleasant ride in the hills than the toughest race in Canada. Not to worry though, the rest of the competitors provide plenty of entertainment with spectacular crashes and heroic conquests of the difficult obstacles. After the lead duo conquer Winter Traction, everyone else struggles.

Prochnau, Brown and Fahringer all resort to pushing near the top and many racers take multiple attempts.

The two-hour hare scramble format sees the top five racers complete five laps of the gruelling course and Jarvis adds another notch to his extreme enduro belt, taking five grand for the win in the process.

Behind the Brit is the closest battle of the day. Redmond has the advantage over Brown until the final lap when Brown's tenacity pays off as he makes the pass for second place. Fahringer takes fourth though not without a fight as Prochnau serves notice he's a serious contender but he runs out of steam on the fifth lap and drops back to fifth.

With an incredible venue in the badlands, world class competition and a healthy purse, Xtinction II lives up to the hype. Now the question is, who will face Xtinction in 2012?

CANADA



Former British and AMA motocross champion Mike Brown claims second



Grimbo's awesome trials skills prove decisive



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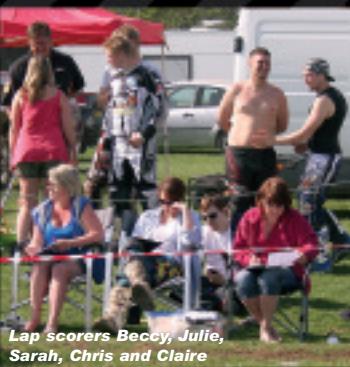
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Auto ace Jack Ryan gets the holeshot from Harry Ingram and Harrison McCann



Oli Benton kicks up the roost in the BW85s

Dan Thornhill pictured earlier this year before his move back to Suzuki



RAISING THE BAR!

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For this month's Club Sandwich Rage threw down the gauntlet and invited Geof Wilson to sing the praises of his particular outfit – with some cracking photos provided too. Take it away Geof...

CJMX was founded 31 years ago by Bob Hope and David Butterfield so that their sons could race. The club provided a great way for young riders to get into scrambling as it was known back then and gained support through the '80s and '90s. Sadly, the Foot and Mouth outbreak in 2000 set the club back, however thanks to the hard work and audacity of Jay Holmes the club was revitalised in 2002. This dedication and enthusiasm is continued today by the current custodians of the club – Colin and Julie Hambridge – who took over the reins in 2006.

This year CJMX went back to basics. The club recognised early on it was going to be a hard year with the threat of the credit crunch and set their stall out to provide value-for-money racing. Having chosen a variety of local tracks CJMX were able to keep fuel costs down for members. The club has listened to what the members want, even down to having a seven-week break during the school holidays so that members do not have to miss any

championship rounds.

Not only can CJMX provide grassroots racing they have also shown that they can keep up with the big boys as was shown when CJMX hosted the fourth round of the BSMA GT Cup, many would say providing the best prepared track and best organised round of the championship. So if you are looking for a professional club with a friendly atmosphere then look no further than CJMX.

So what are the benefits of racing with CJMX you might ask? How about...

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- *Friendly atmosphere*
- *Top class, well organised racing*
- *All age groups catered for, from six to 65 years*
- *Monthly members' meeting*

These benefits have already lead to new members from as far afield as Wales and Portsmouth. If you have to ask why people would travel that far to race with CJMX you obviously haven't been to one of our meetings!

So far this year CJMX have ridden at six different venues with four more meetings left in the season. With variety comes good racing and the results have shown this. Top riders are now joining the lines at CJMX and even the ones who have moved on to bigger things return on a regular basis so you can find yourself on the line with past British champions and current leaders at national level!

Not willing to sit back, CJMX are looking to raise the bar next year. A top British organisation has approached the club with regards to CJMX hosting a round of a premier British championship in 2012. CJMX are currently looking at some more brand new venues for next year including top national tracks to add something special to the CJMX calendar.

This club is certainly on the move and the feeling in the paddock is positive. CJMX is investing in new ideas, tracks and equipment to take the club forward. Hope to see you next year...

Geof Wilson



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Brad's schooling of Jay Hague is paying off...



...while Scuba Steve's doing the business with Harrison Arnold



STARTUTORS!

THE SCHOOLIES WITH PRO MENTORS...

The Red Bull Elite Youth Cup has some of the best young talent in the country and with several of the riders competing in the Junior world championships recently there is definitely an abundance of talent for the future.

What has been nice to see at the last few rounds of the Red Bull Elite Youth Cup is the amount of Pro riders watching on a Saturday and, not only that, lending a hand to some of the youth riders. In particular we have seen current Red Bull Pro Nationals MX1 series leader and MX1 British champion Brad Anderson helping out with Jay Hague at each round of the championship.

Jay has been coming on leaps and bounds this series and is no stranger to the spotlight as he has been winning in the Small Wheel class and was leading the championship going into round four.

Maxxis Apico Suzuki rider Steven Clarke has also been seen helping out young Harrison Arnold in the 65cc class as he looks to step up and ride a full season of the Elite Youth Cup. We caught up with Brad and Scuba Steve to see how things have been going...

Rage: Brad, tell us how it's come about that you're training Jay?

BA: "Well, he doesn't live too far away from me. One of his family members gave me a helping hand in the past so I'm trying to put it back in a bit by helping Jay out where I can because he was struggling a bit last year. But this year with me helping him a bit he seems to have come on form."

Rage: How much has he progressed since you started training him?

BA: "Well he didn't really have much at all but now he's a different kid and that's why everyone's been asking what's been happening, what's he been doing? I think there are a lot of dads out there who are interested in me teaching their lads after they've seen how much Jay's come on."

Rage: What form does the training take – is it physical as well as riding?

BA: "No, it's purely riding. If we go out through the week then I'll teach him how to use different lines and give it a bit more gas, stuff like that."

Rage: So Jay's being mentored by the newly crowned 2011 British and current Red Bull Pro National champion – well that's got to help!

BA: "I'm trying to show him what I know and what I can do, teach him to do that and then stand back and see what he can do, whether he's got it or not."

Rage: So Steven, you've been helping Harrison Arnold out – tell us more?

SC: "He's my aunt's boyfriend's son. I have given him a few training sessions at my track and just started to help him out a little bit as he wants to progress and he's taking things on board and has been getting some better results at club level."

Rage: Have you been enjoying getting involved and helping out training Harrison?

SC: "Yeah it's been great, he's a good kid and wants to learn. We are taking it one step at a time as he is looking to step up to do a full season of the Elite Youth Cup. He's getting better each time and it's great to watch him progress."

Rage: What sort of things have you been working on?

SC: "Basically technique. It's early days but we have been working on Harrison's starts and body positioning."

So remember kids, at a **Red Bull Elite Youth Cup** round it's not just your family watching and cheering you on – the Pro guys are taking a keen interest and you never know, one of them might just want to lend a hand...

ELECTRIC DREAMS!

EYC STARS ARE SUPER-CHARGED

It's arguably the best youth series this year and the Red Bull Elite Youth Cup continues at an electric pace.

At the Hawkstone Park round Alexander Brown added another four race wins to his season's tally and he comfortably leads the way in the 65s. Jed Etchells took the other race win and second overall as Dylan Woodcock claimed third to also keep his championship hopes alive. Strong performances from Oliver Costerdine, Christopher Mills and Colin Scott rounded out the top six.

In the SW85s the glory got well and truly tossed around with four different race winners and Jay Hague book-ended his weekend by taking the spoils in heats one and five. Hague made most of the front running in the Shropshire sand but costly minor errors handed victory to Sid Evans in race two and Will Keogh third time out.

Keogh kept up the pressure in Sunday action to go 2-3 and that added to his previous 2-2-1 gave him a well deserved overall win. Hague took silver with the clear series leader Evans in third. Jamie Carpenter improved all weekend for fourth overall as race four winner Jordan Eccles claimed fifth.

Underlining his sheer class and ability, Ben Watson put on a five star display and piloted the HM Plant Red Bull KTM UK machine to his second magnificent EYC clean sweep of the season. It was disappointing however for Honda hotshot Fraser Viner who carded 2-2 before the gremlins struck to curtail his meeting and Rob Davidson moved into series second. Second overall on the weekend went to Nathan Dixon – his best result of the year – as unlucky Matty Callaghan with a DNF in race two took third. Davidson nailed fourth in a tight scrap, just nudging out Tom Neal and Liam Knight.

Paul Coates has been making a real name for himself on both sides of the pond this summer and following his terrific heat win at Loretta's in Tennessee he almost took the class win at Hawkstone. Only cruel machine failure when leading the final encounter robbed him of his just reward – that after going 1-2-2-1 in the opening four motos.

Jamie McCanney with two and Nathan Watson were the other race winners but McCanney was the main beneficiary as he claimed the overall win by some distance and took over the championship lead. Coates had done enough for second overall as rising rookie Tommy Alba finished in third. Watson ended up in fourth overall and slipped to series second with Millward fifth and a surprisingly off-the-pace James Dunn in sixth dropping back down to third in the championship.



Christopher Mills scores well in the 65s

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BW contender Brad Todd

BYMXBLITZ!

MILTON PARK SERIES SHOWDOWN

Adam Sterry, Nathan Watson and Jamie McCanney are three of the best this year and they go for the big prize in the BYMX Youth Open class while Brad Todd is up against Liam Knight and Jack Gardner in the BW85s. That's the truly stark choice in a tantalising double three-way shoot-out at Milton Park this weekend – September 10/11.

It's without doubt the best BYMX finale of recent times and given the nature of the points scoring system nail-biting tension is virtually assured all the way down the line.

Just four points cover the Open class trio and six is the difference in the Biggies. RMJ Academy trained Sterry is the Open class runner with his tail highest right now – that's fully proven by his previous three round victories. Watson on the HM Plant Red Bull KTM UK has led the championship since round two but he now finds himself tied with Sterry in joint first. A mere four points behind, Manx hard man McCanney is a real force and like Sterry he's peaking at just the right time. It's a battle royal for sure and far too close to call.

A similar situation exists in the 85s where long-term leader Knight on the Maverick KTM has lost top spot to Brad Todd on the Ian Ridley Honda but Knight could still make it a double win for coach Rich-Mike Jones. Knight is two points adrift with Gardner on the MX World Honda a further four down. As in the Open class however the points standings could well prove irrelevant – the deal for the six guys is simple, win the round and you're champion!

There's a bit of extra spice in the BW mix with the Honda pairing of Matty Callaghan and Rob Davidson plus early championship pace setter Tom Neal all well capable of claiming the overall weekend spoils.

In the other two sections it's quite boring in comparison – not that runaway leaders Alexander Brown (65s) and Conrad Mewse (SW85s) will be complaining as they look to comfortably wrap up national titles.

AUGUST UPDATE

FROM HAWKSTONE TO CINGOLI VIA DUNS AND LITTLE SILVER...

As months go August proved to be a bit of a blinder – and congratulations go to a whole host of guys who have either walked off with the silverware or generally performed well beyond the motocross pale.

Team Suzuki GB pilot Dan Thornhill claimed a notable double. First off he retained his Masters MX2 title at Hawkstone Park aboard the RM-Z250 – and that's with one round still to go – and then the following weekend at the Little Silver club finals astride a 125cc smoker (in preparation for EMX 125 at Matterley Basin) Dan sauntered off with a BSMA crown, laying down a superb five-race winning card.

The other titles went the way of James Hyett in the Autos with four race wins, Jaydon Murphy made it a Cotswold double in the 65s and Portsmouth's Michael Ellis continued his winning ways in the Smallies after a points tie with Henry Williams. In the Biggies Josh Gilbert claimed the victory for Cornwall with Josh Coleman in second as Ryan Fellows took the runner-up spot behind Thornhill in the Seniors.

Meanwhile, north of the border nerves were frayed and tested to the very limits at the Duns Maxxis MX2 finale as Ryan Houghton, Jordan Divall and Adam Sterry all went about their business. Houghton started with a comfy points cushion over his two title rivals but with a pair of blown engines resting in the paddock he eventually won the spoils astride a machine borrowed from KTM teamster Jordan Booker.

This all followed a calamitous opening heat where both Divall (massive dismount while leading) and Houghton (massive oil leak) fell foul of Lady Luck and Sterry took the race win. Both Houghton and Divall made pit stops to get running repairs and they finished in lowly 19th and 10th places. With just one moto remaining the points situation was on an absolute knife edge and the championship could easily go any one of three ways.

At half-distance in heat two Sterry led with Divall in second and Houghton third. At this point the championship was Sterry's but Houghton kept his nerve and upped his pace, sweeping past both Hondas and going on to win

by a clear-cut margin. On the sidelines family fingernails were severely reduced in size and just for the record Sterry claimed the day's overall going 1-2 with Jake Millward's 2-4 enough for second and Joe Bamfield in bronze with a 4-5 card.

Stirring stuff in Scotland and even more fun in Italy at the Cingoli World Juniors as both Ben Watson (85s) and James Dunn (125s) claimed a fourth place finish each with Alexander Brown finishing in seventh overall in the 65s. Brown carded 13-7 as Spaniard Jorge Garcia took the world crown with both race wins.

Watson started sensational by winning his Saturday qualifying race but with fairly average Sunday starts carded 8-4. Watson's lap times however showed he was a match for anyone and that included Latvian winner Pauls Jonass who went 1-2. "Despite being younger than a lot of the riders we think Ben has shown the potential to probably graduate to the European 125cc series next year," reckons his HM Plant Red Bull KTM UK Team Boss Roger Magee.

Over in the 125s this year James Dunn came within a whisker of a podium finish – just 0.800 off third place. In heat one Dunny finished in third just six seconds behind winner Slovak wonder kid Tim Gajser with American Joe Savatgy splitting them in second. Swiss rider Jeremy Seewer ran away with heat two but next came a nose-to-tail freight train headed by Savatgy in second with Dunny in sixth – quite amazingly just three seconds covered second to sixth with James less than a second behind the fifth place finisher.

Savatgy was crowned champion, Seewer took silver with AMA runner Chris Alldredge in third. JD finished equal with third-placed Alldredge on 35 points and oh so close to world bronze – just edged out on the race two result.

At Matterley in the EMX 125 races Dunny was at it again on the Katoom smoker, putting on a show to confirm his status as top Brit with a 7-2 performance that quite heartbreakingly gave him fourth overall once again. With just the Italian round remaining JD is currently in EMX championship fifth.



James Dunn's sensational on the KTM smoker

GOT A STORY FOR RAGE?

Then contact our Youth Editor Mike Gurney at mikegurney55@yahoo.co.uk

HE LIVES!

AFTER SPAMMING HIMSELF SILLY AT THE BRITISH GP, BILLY'S BACK TO HIS OLD SELF AND LOOKING FORWARD TO THE AUSSIE SUPER X SERIES – BUT FIRST A FEW WEEKS OF R N' R...

Words by **Billy MacKenzie** Photo by **Sutty**

I'm alive! There's a few minutes of my conscious life disappeared forever but that's the result of travelling into the ground – head first – after hitting a fourth-gear uphill quad wide-open and landing on a fellow racer.

So it's now over a week after the GP and the bruises have finally healed. All I got from that crash was a concussion and a black eye! I may have bitten my tongue pretty deep too! It feels horrible but it's almost healed. What happened you ask? Well I'll start from the beginning of the week.

The Monday after Duns British Championship I made my way down to LPE to do some riding and set-up during the week. After racing at Duns there were still a few niggles I needed to sort with my bike. I would have loved to have given Brad a better challenge but the boy has been on it again this year and I didn't get the best of starts in races two and three which just left me a lot of work to do.

I managed to get into the top three in each race but Brad had already gapped me. It was a great weekend though. I stayed at home in Scotland and got to catch up with my family. It was strange being back, literally like going back in time but feeling like I was living in the future if that makes sense? I was sat with friends in the same restaurants and houses, talking about everything we used to talk about but looking at their faces and thinking we are all just a bit older! So talking about the past in the future!

It was nice being back and doing all my old running routes, everything felt so small and dinky. The hill I used to fly down head first on a skateboard seems like a little slope now! It was a nice feeling going racing knowing I had so much local support and it was great seeing all my old friends and fans! A big well done to Dave McVie for putting so much effort into getting the track absolutely perfect!

Monster Energy Kawasaki back in Oz had sent all the race parts from my bike and I had my old mechanic from CAS Paul Teasdale on the wrenches so got my bike set up and perfectly groomed while I was home. We got stuck in on the Tuesday at a track near LPE – Steve James put me up in a hotel near the workshop on Monday and we started early. Steve made my whole trip home perfectly organised so I wanna say a big thanks to him and to his mechanic Stu for making it all run smoothly.

It was a fun track and perfect for testing. We spent six hours testing until I got the bike tuned in! It was an awesome feeling when things fell into place – I immediately starting taking two seconds off my lap times from the beginning of the day. I started to really push the tyres in and carry a lot of entry speed into the corners and gained some confidence back, feeling that adrenalin rush of pushing the limits on the track. I was pulling big gears and drifting into the corners, the bike started working perfectly and it transferred into my riding. I was so relieved to get everything sorted in time – if I had left that day unsure I'm not even convinced I would have raced! I couldn't let you guys down though...

I took the bike and drove south to catch up with my buddies from back in the day. I had a chat with my old team from the Dixon Yamaha days and I met up with Jason Dougan and his dad Dave and caught up on some old-school boasting training sessions like we used to do in the field. It was awesome to train with my old sparring partner and hear Dave's Marine-style motivational

shouting. He pushed me hard and it was just the right preparation for the race.

I hit Rocket World – aka Henstridge – on Wednesday and busted out some motos with Jas along as my lap timer. I felt great again and was turning out consistent lap times. The track was cool and I did a 40-minute moto first time out but I managed to pick up a slow puncture by the end. I bought a tube off of a fellow helpful scrambler then 25 minutes into my second moto I got a real flat and the day was over!

I felt strong though so just chucked the bike in the van and made my way back. I did another boasting session on Thursday with Dougan and started preparing for the weekend. I got some new Fly gear delivered and a huge box of cool Scott goggles lovingly organised by the one and only James Dobb! He also gave me a bed to sleep in on my way up north to Duns – the eight-hour drive from South London gets a bit tiresome! So thanks Dobber and Naomi!

Next to arrive in time for the GP was Harriet followed by my bro and dad – they came to stay before the race so it was just like going racing back in the schoolboy days. It was good having everyone involved again and it was time for Harriet to meet Big Bill!

The whole weekend was awesome, everyone was around with lots of people helping me with everything. Harriet made sure I ate between sessions and Bry and Stevie helped me set my goggles up. Jeff Perrett kindly offered me his Twisted 7 camper to work out of – having a camper in the A truck paddock is always nice, no long walks or being told off for riding your minibike a mile away in camping! So I had the perfect set-up, a good group of people and was excited about getting on such a cool track. Lil Johnny had worked his magic, the fans were in good form as always and my training partner Keith Amor came along and brought the force with him! It had the potential to be a perfect weekend...

Other things that happened during the weekend was my noise test after the first race and my fuel test before the second! You owe me two litres of Shell Optimax you thieving b*stards! I was also noise tested at the British championship and passed every time but thanks for supporting your own riders racing officials. Take your flag and ram it up your – exhaust pipe!

So the deeper feelings and thoughts from the race results are this. I needed to make sure I put in a solid result in the first race, hence why I rode it safe. I get too much abuse for riding with my heart and going down which was one of the main reasons I moved to Australia. The true fans I know I can always rely on but there's others that make things difficult so I thought I'd try please both parties this time and my team by riding sensible for a top 10 result and then giving it a go in the second race. I guess both sides can argue it out for weeks now!

I still believe that Tanel woulda jumped that quad when I was right behind him. I didn't feel like the crash was a result of my sometimes instinctive craziness on the track although I like to get that thrill of making a last-minute pass or railing it near the posts. That's what I love motocross for, the way it makes me feel when my body and bike are in tune. Adrenalin!

I guess it was maybe a bad decision but that's the choice I made. I had been doing the quad every lap and knew Tanel had been too so I just trusted that he would hit the quad as I made that choice to jump it. When I realised he had only

carried enough speed for the triple I tried to pull up and bring the front wheel to the right as it was already a slightly right-handed jump. As he landed I was right above him – I just hoped he would have dashed out from under me before I came down those last few metres! Unfortunately not!

I landed square on his seat and flipped the bike from under him. I fell off to the left and that's one of my last memories! It was the first time I had ever been knocked unconscious so it was a crazy feeling when I came back round! I didn't think anything of it – I wasn't in pain and I only had a black eye! I was strapped down in the ambulance and was obviously high on oxygen so the ride to the hospital was quite floaty from what I remember!

Luckily I had my dad watching over everything and Harriet by my side from the instant I crashed. I even had Kendal Banks-Browne there with Harriet – thanks Kendal! They were there when I woke up and talked me through what was going on. I wasn't panicking at all, I was just waiting for the ambulance to stop so I could get checked out. The first question I was asked was 'can you remember Harriet's birthday?' – talk about under the knife! I reeled it off fluently though and scored some major brownie points!

I thought it was the qualifying race on Saturday and asked if I'd be all right for the race! Some very odd twisted thoughts were going on as my consciousness tried to catch up on the last 24 hours! Yet I remembered Harriet's birthday – it was pretty strange. I'm just lucky I guess and thank my mum for looking over me during that time. Looking back it was way more serious than I first thought – you don't red flag a GP for nothing!

When the x-ray results came back and everything was clear I got the hell up out of that bed and wanted to sign myself out but the doc wouldn't let me! I knew I was fine – I was back to normal and I just wanted to sleep in my nice big bed at home, not spend the night in a hospital with beeps and bleeps! So I just walked out and got home! I was even the navigator for my dad out of Southampton so my memory was back to normal and I got to sleep cuddled up with Harriet which was a far more appealing option!

After all's said and done the whole experience was just amazing. The track was out of this world – I love the way Johnny makes tracks with that incredible rhythm and technicality. I can imagine him sitting in his digger and visualising how he would ride the track himself, then seeing us guys do it at the highest level. Johnny was pretty quick back in the day – he always had a cool style and rode effortlessly, he just lacked a few inches and some aggression!

Everyone I spoke to talked about how great the track was – riders for riding it and the fans for watching. It ticked all the boxes and I'm so happy Steve Dixon brought the GP back to the British fans with one of the best tracks in the world. The weather was kind and the setting was beautiful – it reminded me of the Foxhill GP days.

So now I have a few weeks rest and holiday before heading back to Australia for the Super X. I've been told that following a concussion you need to take a few weeks off so I'm gonna take it easy, tie up some loose ends at home and head back to give Super X a proper shot this year. I can't wait!

I still have no permanent plans for 2012 but I'm in talks at the moment so watch this space!

Mwah! x

BD 11/11





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